REPORT NUMBER 154

MARCH 1965

Volume III
ONE-FIFTH SCALE INLET MODEL WIND TUNNEL TEST REPORT

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REPORT NUMBER 154

ONE-FIFTH SCALE INLET MODEL
WIND TUNNEL TEST REPORT
VOLUME III

XV-5A Lift Fan
Flight Research Aircraft Program

Contract DA 44-177-TC-715

March 1965

ADVANCED ENGINE AND TECHNOLOGY DEPARTMENT
GENERAL ELECTRIC COMPANY
CINCINNATI, OHIO 45215

PREFACE

This is XV-5A Report No.154, published in three volumes, which presents low and high speed wind tunnel test results for a 1/5-scale inlet model of the U.S. Army XV-5A Lift Fan Research Aircraft. The tests were conducted at the David W. Taylor Model Basin (DTMB) subsonic and transonic wind tunnel facilities during the period 4 April to 29 May, 1962. Tabulated data are located in Volume II for the low speed tests (Mach 0 to 0.2), and in Volume III for the high speed tests (Mach 0.4 to 0.85). Summary tables, graphs, model description, instrumentation, conditions tested, validity of data and other information are presented in Volume I. In general, good repeatability of data was obtained, and with the exception of Run 1 data of the high speed tests and a few other isolated test points, the data presented are believed to offer a reliable basis for predicting aircraft performance.

This is Volume III.

CONTENTS

LIST OF TABLES

1.0 INTRODUCTION

Volume III of Report No. 154 presents high speed wind tunnel test results of a 1/5-scale inlet model of the U.S. Army XV-5A Lift Fan Flight Research Aircraft (previously designated VZ-11). Tests were conducted at David W. Taylor Model Basin (DTMB) by Ryan Aeronautical Company as a part of its Wind Tunnel Test Program. Inlet performance and surface pressure data were obtained over the anticipated flight speed range of the XV-5A aircraft for a variety of inlet and model configurations. Low speed tests ($0 \leq M \leq 0.2$) were conducted in the DTMB 8 x 10 feet subsonic wind tunnel facility during the period 4 April to 2 May 1962. High speed tests ($0.4 \leq M \leq 0.85$) were conducted in the DTMB 7 x 10 feet transonic wind tunnel facility during the period 24 May to 29 May 1962. Presentations in this volume are limited to tabulated reduced test data and information considered necessary for their proper interpretation. Evaluation, analysis and discussions relating to data use for predicting XV-5A aircraft performance characteristics are presented in subsequent aircraft technical reports. The reader is reminded all reduced pressure data obtained from the wind tunnel tests are presented in tabular form under separate cover as follows:

Low speed data are located in Report No. 154 Volume II and high speed data are located in Report No. 154 Volume III.

The following information is located in Volume I:

The model description is located in Section 3.0; General Sketches and photographs are presented in Figures 2-1 to 2-8 of Section 2.0; Detailed model drawings are located in Figures 7-1 through 7-10 of Section 7.2; Photographs of the model installed in the low speed tunnel facility are shown in Figures 2-2 and 2-3, and in the high speed wind tunnel facility Figure 2-8.

2.0 MODEL DESCRIPTION AND TEST PROCEDURES

2.1 MODEL AND INSTALLATION

The Ryan XV-5A 1/5 scale inlet model was designed for testing in both low speed and high speed wind tunnels of the David W. Taylo 'odel Basin facility. The model was constructed and instrumented by Contour Company, Rosemead, California according to specifications, drawings, and loft boards furnished by Ryan Aeronautical Company. Model configuration flexibility was obtained through a series of interchangeable instrumented components, including two canopy sections, three inlet sections and three inlet splitter sections which were attachable to the basic fuselage. Air flow passages were provided to simulate engine air flow and boundary layer bleed ducts. Compatible and interchangeable sting adaptors attached to the model base permitted model installation on the mounting systems of both low speed and high speed wind tunnel facilities without modification.

The model was constructed mostly of alternately oriented laminates of one-inch mahogany bonded with Penacolite to form a herringbone bond for added strength. The Penacolite bond is suitable for use to 120°F. The basic model component is the fuselage section, which provides space for instrumentation and attachment of model interchangeable components, and which is attached to the sting adaptors for wind tunnel installation. Model fabrication tolerances related to loft boards were: external lines, ± 0.030; inlet lips, ± 0.003; and inlet duct passages, ± 0.005 inches. Inlet lips were fabricated of aluminum. The model was finished with a highly polished paint. Component notation and model configurations tested are summarized in Table 2-1.

Model instrumentation consisted of 153 total and static pressure probes generally located and identified in Table 2-2. Table 2-2 also references model drawings where detailed instrument location and identification may be obtained. A majority of the pressure probes were connected to three Scanivalves of 48 ports each. Simultaneous readings of all Scanivalve data were obtained by storing pressures in the storage manifolds by means of lockout valves. Stored pressures were fed to the Scanivalves, and transmitted to the recording system by two 5 psid and one 1 psid pressure transducers.

During high speed tests, from $0.7 \leq M \leq 0.85$, it was discovered that a few pressures were less than estimated and thus exceeded the pressure transducer capacity of the system involved. This condition was corrected and tests were continued. Data so affected are indicated by the terms P.O. (meaning pressure overflow) in the tabular data. Data were recorded sequentially on punched tape, coded for the ALWAC III-E computer, and typed by a Frieden Flexowriter. Test condition control information was manually typed into the data recording system. Model engine air flow rates were controlled by remotely positioned conical plugs at the outlet of the model air flow passages. Since the plugs were separately controlled from fully closed to fully open positions, engine out conditions could be simulated. Only the left engine duct was fully instrumented. Thus in applying model data to the full scale aircraft, identical flow in both ducts is expected at all angles of attack for zero sideslip angles; while unequal flow is expected during sideslip angle studies, so that both positive and negative values must be considered to determine inlet performance during sideslip conditions. Flow control instrumentation (see Table 3-2) was provided in the calibrated model venturi section of both engine air ducts and photographically recorded from manometer boards. In the high speed tests engine air flow was obtained by wind tunnel ram pressure. The air was exhausted into the wind tunnel downstream of the model.

2.2 TEST PROCEDURE

Periodically throughout both low speed and high speed wind tunnel tests pressure checks were made to determine the validity of the pressure probes. Any discrepancies were duly noted and indicated on the output data. Except for the pressure probes noted in Table 2-3 all instrumentation was considered in workable order. Transducer calibrations were obtained by applying known pressure differentials and noting the number of counts on the recorder system.

In general, the test procedure followed in both low speed and high speed wind tunnels consisted of the following steps:

1. Installation of model configuration in wind tunnel.

2. Establishment of wind tunnel speed.

3. Adjustment of model air flow rate.

4. Setting of model attitude by varying pitch (α) and sideslip (β) angles.

The variables in each step were investigated until the desired matrix of

test data for each configuration was obtained. In the low speed facility, tunnel speed was controlled by dynamic pressure and all pressure data were referenced to barometric data. In the high speed facility, tunnel speed was controlled by Mach number, and all pressure data were referenced to total pressure. Definition of terms are presented in Table 2-4.

TABLE 2-1
XV-5A INLET MODEL
CONFIGURATION NOTATION AND CONFIGURATIONS TESTED

Configuration Notation

C 1	Basic Canopy
C 2	Cut Down Canopy
I 0	24E Oval Inlet
I 1	30E Oval Inlet
I 2	Dual Inlet
S 0	Short Splitter Plate
S 1	Long Splitter Plate
S 2	Dual Inlet Splitter Plate
B 0	Boundary Layer Duct Plug Closed
B 1	Boundary Layer Duct Plug Open
E 1	Single Engine Operation
E 2	Two Engine Operation

Configurations Tested	Low Speed * Wind Tunnel	High Speed * Wind Tunnel
C I S B E		
1 1 1 1 2	X	X
1 0 1 1 2	X	X
1 1 0 1 2	X	-
1 1 0 0 2	X	-
1 0 0 1 2	X	-
1 0 0 0 2	X	-
1 2 2 1 2	X	X
1 2 2 0 2	X	-
2 1 1 1 2	X	-
1 1 1 1 1	X	-
1 0 1 1 1	X	X
1 0 0 1 1	X	-
1 2 2 1 1	X	X

* X Indicates configuration tested
- Indicates configuration not tested

TABLE 2-2
XV-5A INLET MODEL
GENERAL LOCATION OF INSTRUMENTATION

Pressure Tube	General Designation	Reference * Figure
101 - 130	Compressor Face Rake Total Pressure	7-9
131 - 142	Boundary Layer Rake Total Pressures	7-8
143 - 144	Boundary Layer Duct Total Pressures	7-1
201 - 206	Compressor Face Wall Static Pressures	7-8
207 - 212	Compressor Bullet Wall Static Pressures	7-9
213 - 224	Inlet Top Static Pressures	7-8
225 - 236	Inlet Side Static Pressures	7-8
237 - 245	Inlet Splitter Static Pressures	7-8
301 - 309	Inlet Bottom Static Pressures	
310 - 320	Nacelle Top Static Pressures	7-8, 7-1
321 - 329	Nacelle Side Static Pressures	7-8
330A - 334A**	Canopy Side Static Pressures	7-1
335 - 342	Canopy Center-line Static Pressures	7-1
343 - 344	Canopy Side Static Pressures	7-1
401 - 404	Flow Meter Rake Total Pressures	7-6
405 - 408	Flow Meter Wall Static Pressures	7-6
409 - 412	Flow Meter Rake Total Pressure	7-6
413 - 416	Flow Meter Wall Static Pressures	7-6

* See Report No. 154, Volume I.

** Tubes 330 - 334 were replaced by 330A - 334A.

TABLE 2-3
XV-5A INLET MODEL
DEFECTIVE PRESSURE TUBES

High Speed Tests

Runs 1 and 2	108, 120, 131, 136, 202, 212, 223, 238, 239, 301, 312, 313, 314, 318, 328, 332A
Configuration	C1, S1, B1
Runs 3, 4 and 5	108, 120, 126, 131, 134, 136, 204, 206, 212, 215, 234, 238, 239, 301, 310, 312, 313, 314, 317, 318, 321, 328, 330A, 332A, 333A
Configuration	C1, I0, S1 and C1, I2, S2

TABLE 2-4
DEFINITION OF SYMBOLS AND TERMS

Symbol	Definition	Units
A_c	Area of compressor face	in^2
A_t	Area of inlet throat	in^2
BP	Boundary layer duct plug position	in
CP	Pressure coefficient	None
g	Acceleration of gravity = 32.174	ft/sec^2
K	Compressor face total pressure variation factor	%
L	Compressor face static pressure variation factor	%
LP	L/H engine duct plug position	inches
M_c	Compressor face Mach number	None
MO	Free stream Mach number	None
M/MO	Mass flow ratio referenced to mass flow through stream tube area at free stream velocity	None
M/M*	Mass flow ratio referenced critical mass flow at inlet throat	None
NR	Inlet total pressure recovery factor; average of (PT/PTO) for tubes 101 - 130	None
PS	Static pressure	lb/ft^2
PSB	Average static pressure engine bullet, tubes 207 to 212	lb/ft^2
PSC	Average static pressure compressor face wall, tubes 201 - 206	lb/ft^2
PS_{max}	Maximum static pressure tubes, 201 - 206	lb/ft^2

TABLE 2-4 (Continued)

Symbol	Definition	Units
PS_{min}	Minimum static pressure tubes 201 - 206	lb/ft^2
PS_n	Static pressure tube n	lb/ft^2
PS_o	Free stream static pressure	lb/ft^2
PT	Total pressure	lb/ft^2
PTC	Average total pressure at compressor face, tubes 101 - 130	lb/ft^2
PT_{max}	Maximum total pressure tubes 101 - 130	lb/ft^2
PT_{min}	Minimum total pressure tubes 101 - 130	lb/ft^2
PTO	Free stream total pressure	lb/ft^2
PT/PTO	Total pressure ratio	None
q_o	Free stream dynamic pressure	None
R	Gas constant for air = 1716.322	$ft^2/sec^2{}^\circ R$
RP	R/H engine duct plug position	inches
t_o	Tunnel total temperature	$^\circ F$
T_{tc}	Total temperature at compressor face = t_o + 459.69	$^\circ R$
WC	Inlet duct air flow (L/H or R/H)	lb/sec
ALPHA	Model angle of attack	Degrees
BETA	Model angle of sideslip	Degrees
γ	Ratio of specific heats for air = 1.4	None
CP	$= (PS_n - PS_o)/q_o$	

TABLE 2-4 (Continued)

Symbol	Definition	Units
K	$= 100(PT_{max} - PT_{min})/PTC$	
L	$= 100(PS_{max} - PS_{min})/PTC$	
M/MO	$=\left(\frac{A_c}{A_t}\right)\left(\frac{PTC}{PTO}\right)\left(\frac{M_c}{MO}\right)\left[\frac{1+\frac{\gamma-1}{2}MO^2}{1+\frac{\gamma-1}{2}M_c^2}\right]^{\frac{\gamma+1}{2(\gamma-1)}}$	
M/M*	$= 1.728\, M_c A_c(PTC)/A_t(PTO)\left[1+\frac{\gamma-1}{2}M_c^2\right]^{\frac{\gamma+1}{2(\gamma-1)}}$	
M_c	$= (2/_{\gamma-1})^{1/2}\left[\left(\frac{PTC}{PSC}\right)^{\frac{\gamma-1}{\gamma}} - 1\right]^{1/2}$	
MO	$= (2/_{\gamma-1})\left[\left(\frac{PTO}{PSO}\right)^{\frac{\gamma-1}{\gamma}} - 1\right]^{1/2}$	
q_o	$= \gamma(MO)^2\, PS_o/2$	
WC	$= \frac{g\, M_c A_c(PTC)\,(\gamma/R)^{1/2}}{144(T_{tc})^{1/2}\left[1+\frac{\gamma-1}{2}M_c^2\right]^{\frac{\gamma+1}{2(\gamma-1)}}}$	

3.0 TEST RESULTS

All reduced data obtained from high speed wind tunnel tests ($0.4 \leq M \leq 0.85$) for the conditions of Table 3-1 are presented in Table 3-2. Data points are organized in numerical order of Run and Test Point. Data of Run 1 points 1 through 29 are questionable since external surface pressure coefficients are too high. Attention is called to the terms "N.G." and "PO"; the former represent deleted data corresponding to the defective instrumentation of Table 3-3; the latter corresponding to a "pressure overflow" of the Scanivalve capacity (equivalent to blowing a manometer). Tabular headings, identification of instrumentation, symbols, and supporting equations are defined in Tables 3-1 through 3-4. Note that the slight differences in the symbols of Report No. 154 and its supplements are due largely to tabular data format.

RYAN

Configuration
C1I1S1B1E2

TABLE 3-1

HIGH SPEED WIND TUNNEL RUN INDEX, $0.4 \leq M \leq 0.85$

* Data Plotted:

1 means NR, K and L plotted in Figures 4-1 through 4-36 of Volume I.

2 means p/P_t tubes 101 to 130 plotted in Figures 4-37 through 4-47 of Volume I.

3 means C_p tubes 310 to 344 plotted in Figures 4-48 through 4-81 of Volume I.

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data		CASE
						Page	Volume	
	.7	-4	0	.350	1	864	III	H1-8
		-4	0	.782		866		H1-10
		4	0	.880		870		H1-14
		4	0	.325		873		H1-17
		-4	0	.894		867		H1-11
		0	-4	.881		877		H1-21
		4	0	.924		869		H1-13
		4	0	.767		871		H1-15
		-4	0	.925		868		H1-12
		0	4	.880		880		H1-24
		4	0	.583		872		H1-16
		0	4	.923		879		H1-23
		0	-4	.923		878		H1-22
		0	0	.926		859		H1-2
		0	0	.891	1, 2	860		H1-3
		0	0	.339	1	863		H1-7
		-4	0	.597		865		H1-9
		0	-4	.588		875		H1-19
		0	0	.936		886		H2-1
		0	0	.780		861		H1-4
		0	-4	.345		874		H1-18
		0	-4	.774		876		H1-20
		0	0	.593		862		H1-6
	.8	0	0	.816		883		H1-27
		0	0	.373		885		H1-29
		0	0	.912		882		H1-26
		0	0	.914		881		H1-25
		0	0	.624		884		H1-28

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TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E2

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.4	10	0	.475	1	1045	III	H4-70
		10	0	.556		1046		H4-71
		10	0	.610		1047		H4-72
		0	-4	.628		1048		H4-74
		-4	0	.501		1039		H4-64
		4	0	.573		1043		H4-68
		0	-4	.573		1049		H4-75
		0	-4	.495		1050		H4-76
		4	0	.630		1042		H4-67
		-4	0	.586		1040		H4-65
		4	0	.491		1044		H4-69
		0	4	.492		1051		H4-77
		0	4	.631		1053		H4-79
		-4	0	.645		1041		H4-66
		0	-1	.639		1036		H4-61
		0	4	.574		1052		H4-78
		0	0	.500		1038		H4-63
		0	0	.583	1, 2	1037		H4-62
	.6	5	0	.852	1	957		H3-72
		2	4	.872		945		H3-60
		2	4	.811		946		H3-61
		2	8	.870		947		H3-62
		2	-4	.700		939		H3-54
		10	0	.852		959		H3-74
		10	0	.682		960		H3-75
		10	0	.287		962		H3-77
		2	4	.312		942		H3-57
		2	-4	.811		938		H3-53
		0	0	.312		922		H3-37
		2	8	.529		950		H3-65
		2	-8	.311		952		H3-67
		2	-4	.868		937		H3-52
		9	0	.791		958		H3-73
		2	4	.529		943		H3-58
		2	4	.697		944		H3-59

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TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E2

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.6	10	0	.516	1	961	III	H3-76
		2	-4	.554		940		H3-55
		0	0	.533		923		H3-38
		0	0	.815		925		H3-40
		2	8	.316		951		H3-66
		2	8	.694		949		H3-64
		-2	0	.317		931		H3-46
		4	0	.298		932		H3-47
		-2	0	.823		928		H3-43
		2	8	.807		948		H3-63
		2	-8	.690		954		H3-69
		2	-8	.837		956		H3-71
		2	-4	.312		941		H3-56
		-2	0	.881		927		H3-42
		0	0	.706	1, 2	924		H3-39

TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E2

	M_o	α	β	m/m*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.6	-1	0	.877	1	926	III	H3-41
		4	0	.697		934		H3-49
		-2	0	.714		929		H3-44
		2	-8	.525		953		H3-68
		-2	0	.540		930		H3-45
		2	-8	.787		955		H3-70
		4	0	.529		933		H3-48
		4	0	.808		935		H3-50
		4	0	.872		936		H3-51
	.7	4	0	.765		899		H3-14
		10	0	.751		965		H3-80
		-4	0	.595		893		H3-8
		-4	0	.350		892		H3-7
		4	0	.582		900		H3-15
		0	8	.912		916		H3-31
		0	-8	.760		919		H3-34
		0	0	.336		891		H3-6
		0	-4	.345		902		H3-17
		0	4	.910		907		H3-22
		0	4	.346		911		H3-26
		0	-4	.588		903		H3-18
		0	-8	.584		920		H3-35
		0	0	.906		887		H3-2
		0	0	.884	1, 2	888		H3-3
		0	0	.775	1	889		H3-4
		-4	0	.783		894		H3-9
		4	0	.335		901		H3-16
		0	0	.590		890		H3-5
		0	8	.763		914		H3-29
		0	4	.770		909		H3-24
		0	4	.881		908		H3-23
		0	8	.341		912		H3-27
		0	-8	.845		918		H3-33
		0	-4	.905		906		H3-21
		0	-8	.888		917		H3-32
		0	-8	.346		921		H3-36
		10	0	.905		967		H3-82
		-4	0	.906		896		H3-11
		4	0	.878		898		H3-13

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TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E2

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.7	-4	0	.890	1	895	III	H3-10
		10	0	.859		966		H3-81
		0	4	.587		910		H3-25
		10	0	.316		963		H3-78
		10	0	.548		964		H3-79
		0	8	.877		915		H3-30
		0	-4	.881		905		H3-20
		4	0	.905		897		H3-12
		0	8	.584		913		H3-28
		0	-4	.775		904		H3-19
	.8	-4	0	.899	1,3	976		H3-91
		4	0	.718		978		H4-1
		0	4	.796		988		H4-11
		0	0	.365		972		H3-87
		0	0	.614		971		H3-86
		0	-4	.615		984		H4-7
		10	0	.445		983		H4-6
		-4	0	.640		974		H3-89
		0	4	.897		987		H4-10
		4	0	.858		980		H4-5
		0	0	.893		968		H3-83
		0	0	.900		969		H3-84
		0	4	.573		989		H4-12
		10	0	.706		981		H4-4
		4	0	.744		979		H4-2
		10	0	.593		982		H4-3
		-4	0	.369		973		H3-88
		-4	0	.899		977		H3-92
		0	0	.805		970		H3-85
		0	-4	.904		986		H4-9
		-4	0	.826		975		H3-90
		0	-4	.808		985		H4-8
	.85	0	0	.569	1	990		H4-13
		0	4	.820		1004		H4-27
		-4	0	.806		994		H4-17
		0	0	.825		992		H4-15
		0	4	.893		1005		H4-28
		0	0	.736		991		H4-14

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TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E2

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data		CASE
						Page	Volume	
	.85	4	0	.704	1	998	III	H4-21
		0	-4	.896		999		H4-22
		0	4	.623		1003		H4-26
		0	-4	.627		1002		H4-25
		0	-4	.822		1001		H4-24
		4	0	.605		997		H4-20
		-4	0	.616		995		H4-18
		0	-4	.822		1000		H4-23
		4	0	.473		996		H4-19
		-4	0	.874		993		H4-16

RYAN

TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I2S2B1E2

M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
				1		III	
.4	0	0	.595		1079		H5-14
	0	0	.510		1080		H5-15
	0	0	.385		1081		H5-16
.6	0	0	.685		1077		H5-12
	0	0	.807		1078		H5-13
	0	0	.526		1076		H5-11
.7	0	0	.755		1068		H5-2
	0	0	.858		1067		H5-1
	0	0	.592		1069		H5-3
.8	0	0	.887		1073		H5-8
	0	0	.619		1075		H5-10
	0	0	.797		1074		H5-9

RYAN

TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E1

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.4	0	4	.657	1	1065	III	H4-92
		0	-4	.602		1063		H4-90
		0	-4	.663		1064		H4-91
		0	-4	.514		1062		H4-89
		0	4	.603		1066		H4-93
		0	0	.516		1056		H4-82
		0	0	.641		1054		H4-80
		0	0	.610		1055		H4-81
		-4	0	.523		1057		H4-83
		-4	0	.610		1058		H4-84
		-4	0	.673		1059		H4-85
		4	0	.663		1060		H4-86
		4	0	.605		1061		H4-87
	.6	4	0	.475		1027		H4-51
		4	0	.673		1028		H4-52
		0	-4	.799		1030		H4-54
		4	0	.791		1029		H4-53
		0	-4	.696		1031		H4-55
		0	0	.514		1021		H4-45
		0	0	.684		1022		H4-46
		0	0	.800		1023		H4-47
		0	4	.677		1034		H4-58
		0	4	.786		1035		H4-59
		0	-4	.523		1032		H4-56
		-4	0	.806		1024		H4-48
		-4	0	.695		1025		H4-49
		-4	0	.527		1026		H4-50
		0	4	.515		1033		H-457
	.7	0	-1	.870		1006		H4-29
		0	-1	.556		1008		H4-31
		0	-4	.764		1016		H4-40
		0	4	.752		1019		H4-43
		0	4	.862		1018		H4-42
		0	-4	.877		1017		H4-41
		-4	-1	.877		1011		H4-34

RYAN

TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I0S1B1E1

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data Page	Tabulated Data Volume	CASE
	.7	0	4	.575	1	1020	III	H4-44
		4	0	.852		1012		H4-36
		4	0	.515		1014		H4-38
		0	-4	.548		1015		H4-39
		-4	-1	.772		1010		H4-33
		-4	-1	.586		1009		H4-32
		4	0	.732		1013		H4-37
		0	-1	.767		1007		H4-30

RYAN

TABLE 3-1 (Continued)
HIGH SPEED INDEX
Configuration C1I2S2B1E1

	M_o	α	β	m/m^*	Data Plotted*	Tabulated Data		CASE
						Page	Volume	
	.7	0	0	.730	1	1071	III	H5-5
		0	0	.569	↓	1070	↓	H5-4
		0	0	.826	↓	1072	↓	H5-6

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 2 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.02	0.700	0.926	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2108.3	1543.1	1524.7	5.41	5.61	2.24	1.013

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9635	0.9874	0.9906	0.9469	1.0001	1.0008	1.0007	N.G.
109-116	1.0008	0.9983	1.0006	1.0004	1.0004	1.0004	1.0005	1.0004
117-124	1.0005	1.0001	1.0006	N.G.	1.0006	1.0004	1.0006	1.0006
125-130	1.0004	1.0004	1.0006	1.0005	1.0005	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0003	1.0005	1.0004	1.0004	N.G.	1.0005	1.0004
139-142	1.0004	1.0005	1.0005	1.0004				
BOUNDARY LAYER DUCT								
143-144	1.0004	1.0005						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1558.9	N.G.	1602.1	1586.0	1484.4	1483.8		
RAKE BULLET								
207-212	1395.2	1415.5	1426.8	1410.4	1384.4	N.G.		
TOP								
213-220	2043.2	1914.4	1676.9	1408.1	1302.0	1376.8	1449.7	1461.5
221-224	1455.6	1683.2	N.G.	1666.8				
SIDE								
225-232	1866.7	2078.4	1717.6	1477.0	1234.8	1302.0	1348.3	1366.9
233-236	1373.1	1573.9	1690.5	1766.2				
SPLITTER								
237-244	1583.2	N.G.	N.G.	1585.5	1583.2	1695.3	1601.3	1520.0
245	1508.9							
BOTTOM								
301-308	N.G.	1550.4	1579.1	1589.8	1583.7	1550.7	1601.6	1635.4
309	1645.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.076	-0.194	N.G.	N.G.	N.G.	1.131	1.130	1.130
318-320	N.G.	1.130	1.130					
NACELLE SIDE								
321-328	0.154	-0.118	-0.378	1.130	1.130	1.131	1.130	N.G.
329	1.130							
CANOPY SIDE								
*330-334	1.130	1.130	N.G.	1.131	1.131			
CANOPY CENTER LINE								
335-342	1.130	1.130	1.131	1.131	1.131	1.131	1.130	1.130
CANOPY SIDE								
343-344	1.130	1.130						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.
In all of the following High Speed Test Data, tubes 330-334 should read 330A-334A.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 3 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.02	0.700	0.891	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2109.5	1610.9	1597.4	4.69	4.87	2.15	0.975

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9713	0.9906	0.9936	0.9543	1.0002	1.0007	1.0008	N.G.
109-116	1.0011	0.9982	1.0010	1.0006	1.0008	1.0010	1.0008	1.0010
117-124	1.0010	1.0008	1.0007	N.G.	1.0011	1.0007	1.0008	1.0010
125-130	1.0008	1.0008	1.0008	1.0006	1.0010	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	1.0000	N.G.	0.9999	1.0000
139-142	0.9998	0.9999	0.9999	1.0000				
BOUNDARY LAYER DUCT								
143-144	0.9999	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1624.0	N.G.	1662.4	1648.8	1559.6	1559.6		
RAKE BULLET								
207-212	1483.1	1500.0	1509.9	1498.6	1477.5	N.G.		
TOP								
213-220	2018.7	1952.4	1736.4	1496.4	1408.8	1476.6	1524.6	1541.8
221-224	1535.3	1730.7	N.G.	1717.2				
SIDE								
225-232	1813.7	2093.0	1777.0	1561.6	1361.1	1411.9	1442.2	1459.7
233-236	1464.7	1633.0	1736.9	1806.1				
SPLITTER								
237-244	1608.7	N.G.	N.G.	1611.6	1606.5	1742.0	1655.6	1584.5
245	1573.7							
BOTTOM								
301-308	N.G.	1618.0	1643.6	1649.4	1644.1	1618.5	1657.9	1684.5
309	1695.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.005	-0.263	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.129	1.128					
NACELLE SIDE								
321-328	0.077	-0.182	-0.431	1.129	1.128	1.128	1.128	N.G.
329	1.128							
CANOPY SIDE								
330-334	1.128	1.128	N.G.	1.128	1.128			
CANOPY CENTER LINE								
335-342	1.127	1.128	1.128	1.128	1.127	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 4 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.02	0.701	0.780	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2112.4	1766.6	1762.1	2.76	3.33	1.88	0.853

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9827	0.9929	0.9984	0.9735	1.0004	1.0006	1.0010	N.G.
109-116	1.0011	0.9999	1.0010	1.0010	1.0008	1.0000	1.0010	1.0011
117-124	1.0010	1.0008	1.0011	N.G.	1.0011	1.0006	1.0010	1.0008
125-130	1.0006	1.0006	1.0008	1.0007	1.0007	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	0.9999	N.G.	1.0000	1.0000
139-142	1.0000	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0001						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1777.3	N.G.	1801.6	1790.6	1731.3	1732.4		
RAKE BULLET								
207-212	1685.0	1694.3	1701.4	1696.3	1680.5	N.G.		
TOP								
213-220	1921.9	2041.9	1884.0	1711.5	1648.0	1689.5	1708.7	1720.6
221-224	1718.6	1845.4	N.G.	1837.2				
SIDE								
225-232	1629.4	2110.2	1926.4	1774.8	1638.7	1651.7	1669.2	1671.7
233-236	1674.8	1777.9	1851.0	1900.7				
SPLITTER								
237-244	1673.7	N.G.	N.G.	1674.3	1669.7	1853.5	1791.4	1742.6
245	1735.5							
BOTTOM								
301-308	N.G.	1784.0	1795.3	1795.0	1792.4	1772.5	1795.5	1811.4
309	1820.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.263	-0.473	N.G.	N.G.	N.G.	1.129	1.130	1.130
318-320	N.G.	1.130	1.129					
NACELLE SIDE								
321-328	-0.169	-0.369	-0.575	1.129	1.129	1.129	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.129	N.G.	1.129	1.129			
CANOPY CENTER LINE								
335-342	1.129	1.129	1.129	1.130	1.129	1.129	1.129	1.129
CANOPY SIDE								
343-344	1.129	1.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 6 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.02	0.702	0.593	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.001	2116.2	1935.0	1932.6	1.00	1.71	1.43	0.648

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9943	0.9970	1.0001	0.9915	1.0008	1.0011	1.0015	N.G.
109-116	1.0015	1.0011	1.0013	1.0013	1.0016	1.0016	1.0013	1.0015
117-124	1.0015	1.0015	1.0013	N.G.	1.0012	1.0015	1.0015	1.0015
125-130	1.0013	1.0015	1.0013	1.0015	1.0013	1.0013		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	1.0000	N.G.	1.0001	0.9999
139-142	0.9999	1.0001	1.0001	1.0001				
BOUNDARY LAYER DUCT								
143-144	1.0001	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1940.8	N.G.	1952.6	1947.8	1916.5	1917.4		
RAKE BULLET								
207-212	1893.9	1898.4	1899.8	1900.7	1888.0	N.G.		
TOP								
213-220	1705.6	2109.6	2043.6	1940.8	1892.8	1907.5	1911.7	1914.2
221-224	1912.0	1974.4	N.G.	1971.8				
SIDE								
225-232	1211.2	2092.7	2074.9	1996.4	1914.5	1906.9	1906.3	1900.1
233-236	1897.3	1937.1	1977.5	2004.6				
SPLITTER								
237-244	1741.2	N.G.	N.G.	1742.3	1738.6	1979.8	1944.5	1919.9
245	1912.8							
BOTTOM								
301-308	N.G.	1975.1	1963.8	1957.2	1952.6	1938.8	1949.0	1957.2
309	1961.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.752	-0.873	N.G.	N.G.	N.G.	1.130	1.130	1.130
318-320	N.G.	1.130	1.129					
NACELLE SIDE								
321-328	-0.630	-0.703	-0.839	1.130	1.130	1.130	1.130	N.G.
329	1.130							
CANOPY SIDE								
330-334	1.130	1.130	N.G.	1.130	1.130			
CANOPY CENTER LINE								
335-342	1.130	1.130	1.130	1.130	1.130	1.130	1.130	1.130
CANOPY SIDE								
343-344	1.130	1.130						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 7 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.02	0.700	0.339	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.978	2069.9	2013.3	2016.1	0.95	0.75	0.81	0.370

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9710	0.9733	0.9761	0.9780	0.9772	0.9763	0.9761	N.G.
109-116	0.9782	0.9798	0.9791	0.9788	0.9767	0.9779	0.9788	0.9794
117-124	0.9794	0.9786	0.9781	N.G.	0.9793	0.9794	0.9793	0.9788
125-130	0.9790	0.9803	0.9801	0.9803	0.9803	0.9803		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9998	1.0000	1.0000	N.G.	1.0001	1.0000
139-142	1.0001	1.0000	1.0001	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2005.9	N.G.	2021.4	2020.3	2009.3	2009.8		
RAKE BULLET								
207-212	1997.7	1997.4	2000.8	1998.8	1985.8	N.G.		
TOP								
213-220	1789.9	2040.6	1951.4	1865.6	1856.0	1901.7	1926.8	1943.8
221-224	1952.8	2013.5	N.G.	2024.8				
SIDE								
225-232	1352.8	2027.6	1987.5	1937.8	1924.3	1949.1	1950.5	1963.0
233-236	1966.4	1999.7	2018.0	2028.2				
SPLITTER								
237-244	1737.9	N.G.	N.G.	1738.5	1734.5	2021.1	2010.7	2006.2
245	2116.0							
BOTTOM								
301-308	N.G.	1909.1	1957.7	1985.3	2001.7	2020.8	2022.1	2023.4
309	2025.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.562	-0.819	N.G.	N.G.	N.G.	1.129	1.129	1.129
318-320	N.G.	1.129	1.129					
NACELLE SIDE								
321-328	-0.631	-0.641	-0.830	1.128	1.129	1.129	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.129	N.G.	1.129	1.129			
CANOPY CENTER LINE								
335-342	1.129	1.130	1.130	1.130	1.129	1.129	1.129	1.129
CANOPY SIDE								
343-344	1.129	1.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 8 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.02	0.697	0.350	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2113.5	2054.4	2052.4	0.30	0.57	0.84	0.384

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9970	0.9996	0.9998	0.9983	0.9995	1.0000	1.0000	N.G.
109-116	0.9998	1.0000	0.9998	1.0000	1.0000	1.0000	0.9999	1.0000
117-124	1.0000	1.0000	0.9999	N.G.	1.0000	1.0000	0.9996	1.0000
125-130	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0001	1.0001	1.0001	1.0002	N.G.	1.0001	1.0002
139-142	1.0001	1.0000	1.0001	1.0001				
BOUNDARY LAYER DUCT								
143-144	1.0002	1.0002						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2055.8	N.G.	2059.8	2060.1	2047.9	2048.2		
RAKE BULLET								
207-212	2040.6	2042.6	2043.4	2042.6	2031.3	N.G.		
TOP								
213-220	1462.1	2092.3	2105.5	2073.9	2049.9	2051.9	2050.5	2049.9
221-224	2048.2	2066.6	N.G.	2066.0				
SIDE								
225-232	682.5	1947.7	2109.8	2111.7	2086.3	2072.2	2064.6	2058.4
233-236	2054.1	2055.3	2069.4	2078.1				
SPLITTER								
237-244	1792.7	N.G.	N.G.	1792.4	1789.0	2069.7	2058.1	2050.2
245	2048.8							
BOTTOM								
301-308	N.G.	2082.0	2070.8	2066.4	2062.8	2055.2	2058.5	2060.8
309	2062.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-1.195	-1.186	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	-1.569	-1.073	-1.014	1.128	1.127	1.126	1.127	N.G.
329	1.125							
CANOPY SIDE								
330-334	1.125	1.124	N.G.	1.123	1.123			
CANOPY CENTER LINE								
335-342	1.122	1.123	1.123	1.123	1.123	1.123	1.123	1.123
CANOPY SIDE								
343-344	1.123	1.122						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 9 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.02	0.700	0.597	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2116.0	1931.8	1928.9	1.00	1.71	1.43	0.653

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9911	0.9978	0.9998	0.9956	1.0004	1.0006	1.0008	N.G.
109-116	1.0008	1.0008	1.0004	1.0006	0.9996	1.0008	0.9996	1.0008
117-124	1.0008	1.0007	1.0005	N.G.	1.0007	1.0008	1.0011	1.0010
125-130	1.0008	1.0008	1.0011	1.0001	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9998	1.0000	0.9998	1.0000	N.G.	1.0000	1.0000
139-142	1.0000	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1937.0	N.G.	1948.8	1947.2	1913.3	1912.7		
RAKE BULLET								
207-212	1888.7	1894.1	1897.2	1894.9	1882.5	N.G.		
TOP								
213-220	1801.2	2099.1	2018.0	1914.7	1873.5	1894.9	1902.5	1906.2
221-224	1904.5	1971.7	N.G.	1968.0				
SIDE								
225-232	1060.6	2077.3	2086.9	2011.2	1925.4	1910.7	1907.3	1899.2
233-236	1895.5	1935.0	1975.1	2003.3				
SPLITTER								
237-244	1748.7	N.G.	N.G.	1748.9	1744.7	1977.4	1941.5	1915.8
245	1911.0							
BOTTOM								
301-308	N.G.	1955.1	1952.8	1950.0	1946.1	1934.1	1944.9	1953.8
309	1957.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.467	-0.600	N.G.	N.G.	N.G.	1.129	1.129	1.129
318-320	N.G.	1.129	1.129					
NACELLE SIDE								
321-328	-0.851	-0.900	-1.100	1.129	1.129	1.129	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.129	N.G.	1.129	1.129			
CANOPY CENTER LINE								
335-342	1.129	1.129	1.129	1.129	1.128	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 10 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.02	0.697	0.782	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2113.2	1764.4	1758.4	2.25	3.27	1.88	0.858

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9781	0.9931	0.9985	0.9839	1.0001	1.0006	1.0006	N.G.
109-116	1.0004	1.0004	1.0004	1.0005	1.0006	1.0006	1.0005	1.0006
117-124	1.0005	1.0005	1.0004	N.G.	1.0004	1.0001	1.0004	1.0002
125-130	1.0002	1.0001	1.0004	1.0004	1.0002	1.0002		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	0.9999	N.G.	0.9999	0.9998
139-142	0.9998	0.9998	0.9998	0.9998				
BOUNDARY LAYER DUCT								
143-144	0.9998	0.9997						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1774.4	N.G.	1798.1	1791.6	1728.9	1728.9		
RAKE BULLET								
207-212	1679.5	1689.9	1697.8	1691.6	1675.5	N.G.		
TOP								
213-220	1994.3	2003.3	1836.8	1669.6	1619.6	1667.9	1699.3	1714.8
221-224	1710.5	1842.7	N.G.	1836.2				
SIDE								
225-232	1504.1	2111.2	1955.6	1802.3	1658.9	1678.1	1672.4	1671.0
233-236	1670.5	1774.4	1848.3	1898.9				
SPLITTER								
237-244	1680.3	N.G.	N.G.	1681.5	1678.1	1851.4	1788.2	1738.2
245	1731.7							
BOTTOM								
301-308	N.G.	1768.6	1791.9	1795.5	1789.6	1770.4	1791.9	1809.8
309	1817.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	-0.023	-0.250	N.G.	N.G.	N.G.	1.127	1.126	1.126
318-320	N.G.	1.126	1.126					
NACELLE SIDE								
321-328	-0.389	-0.562	-0.769	1.126	1.127	1.126	1.126	N.G.
329	1.126							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.127	1.127			
CANOPY CENTER LINE								
335-342	1.127	1.127	1.127	1.127	1.127	1.127	1.127	1.127
CANOPY SIDE								
343-344	1.127	1.127						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 11 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.02	0.698	0.894	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2111.2	1605.8	1590.6	3.97	4.93	2.14	0.980

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9615	0.9889	0.9967	0.9624	1.0004	1.0007	1.0007	N.G.
109-116	1.0005	1.0005	1.0006	1.0007	1.0008	1.0011	1.0005	1.0007
117-124	1.0007	1.0007	1.0005	N.G.	1.0006	1.0006	1.0005	1.0006
125-130	1.0006	1.0004	1.0004	1.0005	1.0005	1.0002		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0001	1.0002	0.9999	N.G.	1.0000	1.0000
139-142	1.0000	0.9999	0.9998	0.9998				
BOUNDARY LAYER DUCT								
143-144	0.9998	0.9997						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1619.2	N.G.	1656.8	1645.5	1555.1	1552.6		
RAKE BULLET								
207-212	1473.5	1492.7	1501.8	1489.9	1468.4	N.G.		
TOP								
213-220	2071.0	1894.8	1668.3	1434.0	1365.7	1432.9	1517.6	1526.0
221-224	1522.1	1726.5	N.G.	1713.2				
SIDE								
225-232	1724.5	2106.8	1814.0	1594.7	1379.2	1418.7	1439.6	1455.5
233-236	1455.5	1628.5	1733.9	1805.0				
SPLITTER								
237-244	1614.4	N.G.	N.G.	1617.0	1614.1	1739.5	1651.1	1579.7
245	1569.0							
BOTTOM								
301-308	N.G.	1617.9	1642.2	1650.7	1644.5	1612.8	1652.2	1679.6
309	1691.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.220	-0.050	N.G.	N.G.	N.G.	1.127	1.127	1.127
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	-0.100	-0.346	-0.588	1.128	1.128	1.127	1.127	N.G.
329	1.128							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.127	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.128	1.127	1.128	1.128	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 12 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.02	0.699	0.925	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2110.1	1547.3	1527.8	4.80	5.61	2.21	1.013

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9532	0.9872	0.9955	0.9544	1.0004	1.0010	1.0008	N.G.
109-116	1.0007	1.0007	0.9987	1.0007	1.0006	1.0011	1.0010	1.0011
117-124	1.0008	1.0011	1.0008	N.G.	1.0008	1.0008	1.0008	1.0010
125-130	1.0007	1.0008	1.0008	1.0008	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9999	0.9999	0.9999	N.G.	0.9999	0.9999
139-142	1.0000	1.0000	1.0000	1.0001				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1560.8	N.G.	1605.9	1591.5	1490.7	1487.6		
RAKE BULLET								
207-212	1397.3	1419.3	1430.6	1413.9	1388.5	N.G.		
TOP								
213-220	2085.1	1863.2	1619.8	1362.3	1276.2	1340.5	1454.3	1461.1
221-224	1456.3	1687.0	N.G.	1670.6				
SIDE								
225-232	1770.0	2100.1	1771.4	1530.0	1281.0	1332.1	1359.5	1380.3
233-236	1379.8	1579.7	1696.3	1772.8				
SPLITTER								
237-244	1594.4	N.G.	N.G.	1595.5	1592.1	1699.4	1604.3	1523.2
245	1511.9							
BOTTOM								
301-308	N.G.	1564.5	1594.9	1600.8	1595.9	1556.8	1605.1	1636.4
309	1648.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.276	-0.003	N.G.	N.G.	N.G.	1.128	1.128	1.127
318-320	N.G.	1.127	1.127					
NACELLE SIDE								
321-328	-0.032	-0.296	-0.547	1.127	1.127	1.127	1.127	N.G.
329	1.127							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.127	1.127			
CANOPY CENTER LINE								
335-342	1.127	1.127	1.127	1.127	1.127	1.127	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

1/5 SCALE MODEL INLET PRESSURE SURVEY RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 13 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.05	0.698	0.924	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2106.5	1542.7	1523.7	6.57	5.64	2.21	1.013

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9705	0.9882	0.9849	0.9356	1.0004	1.0007	1.0004	N.G.
109-116	1.0007	0.9828	0.9996	1.0006	1.0004	1.0010	1.0007	0.9999
117-124	1.0006	1.0008	1.0008	N.G.	1.0006	1.0006	1.0005	1.0006
125-130	1.0006	1.0005	1.0005	1.0004	1.0007	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9998	0.9998	0.9998	0.9999	N.G.	0.9999	0.9999
139-142	1.0001	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	0.9997	0.9999						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1557.2	N.G.	1602.1	1584.3	1486.4	1483.3		
RAKE BULLET								
207-212	1392.9	1414.9	1425.1	1409.3	1383.9	N.G.		
TOP								
213-220	1999.7	1957.6	1727.5	1450.2	1325.7	1399.1	1441.2	1467.4
221-224	1457.8	1684.0	N.G.	1667.9				
SIDE								
225-232	1954.2	2058.7	1663.4	1422.0	1191.9	1266.4	1345.2	1358.5
233-236	1366.9	1573.0	1688.2	1763.1				
SPLITTER								
237-244	1581.5	N.G.	N.G.	1584.3	1580.1	1696.1	1600.1	1518.3
245	1507.0							
BOTTOM								
301-308	N.G.	1548.4	1573.4	1581.4	1576.3	1548.4	1599.8	1630.7
309	1641.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.119	-0.378	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.127					
NACELLE SIDE								
321-328	0.320	0.037	-0.231	1.127	1.127	1.127	1.127	N.G.
329	1.127							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.127	1.127			
CANOPY CENTER LINE								
335-342	1.127	1.127	1.127	1.127	1.127	1.127	1.127	1.127
CANOPY SIDE								
343-344	1.127	1.126						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 14 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.05	0.697	0.880	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2109.2	1626.9	1615.3	5.66	4.69	2.10	0.965

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9769	0.9904	0.9897	0.9449	1.0002	1.0007	1.0008	N.G.
109-116	1.0007	0.9863	1.0010	1.0008	1.0007	1.0011	1.0008	1.0000
117-124	1.0008	1.0011	1.0011	N.G.	1.0011	1.0012	1.0012	1.0013
125-130	1.0012	1.0012	1.0011	1.0011	1.0011	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9999	1.0000	0.9999	N.G.	1.0000	1.0001
139-142	1.0001	1.0000	1.0000	1.0002				
BOUNDARY LAYER DUCT								
143-144	1.0002	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1639.7	N.G.	1676.4	1661.1	1579.5	1577.6		
RAKE BULLET								
207-212	1504.1	1521.1	1531.3	1519.4	1500.2	N.G.		
TOP								
213-220	1962.1	2000.0	1796.7	1556.9	1457.8	1516.6	1544.8	1563.4
221-224	1558.9	1742.5	N.G.	1729.5				
SIDE								
225-232	1904.0	2077.0	1741.9	1534.1	1355.6	1412.9	1458.1	1475.1
233-236	1482.7	1644.5	1746.4	1812.8				
SPLITTER								
237-244	1618.8	N.G.	N.G.	1617.1	1616.2	1754.3	1669.0	1600.1
245	1590.5							
BOTTOM								
301-308	N.G.	1642.5	1658.9	1660.7	1658.1	1634.3	1671.2	1696.7
309	1706.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.224	-0.464	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	0.240	-0.026	-0.278	1.128	1.128	1.128	1.128	N.G.
329	1.128							
CANOPY SIDE								
330-334	1.128	1.129	N.G.	1.129	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.128	1.128	1.127	1.128	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 15 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.05	0.698	0.767	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2111.9	1779.7	1774.7	3.88	3.18	1.83	0.840

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9861	0.9936	0.9969	0.9624	1.0001	1.0008	1.0006	N.G.
109-116	1.0006	0.9917	1.0005	1.0007	1.0002	1.0007	1.0005	1.0000
117-124	1.0005	1.0005	1.0005	N.G.	1.0004	1.0006	1.0010	1.0008
125-130	1.0007	1.0011	1.0011	1.0011	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	1.0000	N.G.	1.0000	1.0001
139-142	1.0000	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1789.0	N.G.	1813.0	1803.4	1747.0	1745.8		
RAKE BULLET								
207-212	1698.7	1709.7	1716.5	1711.1	1696.1	N.G.		
TOP								
213-220	1849.2	2071.7	1930.2	1755.2	1682.0	1716.2	1730.0	1736.5
221-224	1732.0	1854.8	N.G.	1847.8				
SIDE								
225-232	1750.6	2112.9	1898.3	1751.8	1630.1	1656.6	1673.6	1686.0
233-236	1685.1	1788.2	1859.1	1904.8				
SPLITTER								
237-244	1684.9	N.G.	N.G.	1686.5	1682.0	1863.9	1799.8	1755.2
245	1748.7							
BOTTOM								
301-308	N.G.	1818.5	1814.2	1811.3	1802.1	1785.3	1806.2	1822.9
309	1830.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.503	-0.697	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	0.025	-0.189	-0.403	1.128	1.128	1.128	1.128	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.128	N.G.	1.128	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.127	1.127	1.127	1.128	1.128	1.127	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 16 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.05	0.699	0.583	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2116.2	1941.6	1939.3	1.58	1.69	1.39	0.638

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9948	0.9960	0.9996	0.9857	1.0006	1.0010	1.0008	N.G.
109-116	1.0011	0.9981	1.0013	1.0013	1.0013	1.0016	1.0011	1.0010
117-124	1.0013	1.0015	1.0016	N.G.	1.0013	1.0016	1.0012	1.0013
125-130	1.0016	1.0013	1.0011	1.0015	1.0006	1.0015		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0002	1.0002	1.0002	1.0003	N.G.	1.0003	1.0004
139-142	1.0004	1.0004	1.0003	1.0004				
BOUNDARY LAYER DUCT								
143-144	1.0002	1.0003						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1946.6	N.G.	1959.0	1955.1	1923.2	1924.3		
RAKE BULLET								
207-212	1901.1	1905.9	1909.6	1907.9	1895.5	N.G.		
TOP								
213-220	1633.2	2116.3	2062.4	1960.1	1908.8	1919.5	1922.0	1923.2
221-224	1919.8	1980.2	N.G.	1977.4				
SIDE								
225-232	1402.5	2110.6	2058.4	1978.5	1903.4	1902.0	1904.5	1901.4
233-236	1901.1	1945.7	1982.4	2008.7				
SPLITTER								
237-244	1754.9	N.G.	N.G.	1755.7	1750.1	1985.8	1951.1	1926.8
245	2116.0							
BOTTOM								
301-308	N.G.	2007.8	1983.2	1971.5	1962.8	1945.6	1954.3	1962.8
309	1966.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.974	-1.092	N.G.	N.G.	N.G.	1.130	1.130	1.130
318-320	N.G.	1.130	1.130					
NACELLE SIDE								
321-328	-0.376	-0.484	-0.631	1.130	1.130	1.129	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.130	N.G.	1.129	1.130			
CANOPY CENTER LINE								
335-342	1.130	1.130	1.130	1.130	1.130	1.130	1.130	1.130
CANOPY SIDE								
343-344	1.129	1.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 17 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.05	0.698	0.325	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.953	2015.0	1961.6	1970.1	1.32	0.49	0.77	0.356

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9459	0.9455	0.9487	0.9537	0.9548	0.9507	0.9505	N.G.
109-116	0.9490	0.9539	0.9548	0.9528	0.9517	0.9499	0.9494	0.9528
117-124	0.9556	0.9546	0.9527	N.G.	0.9505	0.9526	0.9557	0.9555
125-130	0.9549	0.9544	0.9539	0.9556	0.9578	0.9580		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	1.0000	1.0000	1.0001	N.G.	1.0000	1.0001
139-142	1.0000	0.9999	0.9999	0.9999				
BOUNDARY LAYER DUCT								
143-144	0.9998	0.9998						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1961.7	N.G.	1966.2	1965.6	1958.0	1956.3		
RAKE BULLET								
207-212	1941.4	1944.2	1945.9	1942.2	1932.0	N.G.		
TOP								
213-220	1893.1	1989.6	1828.7	1686.4	1678.2	1768.6	1814.0	1843.7
221-224	1861.4	1948.4	N.G.	1965.6				
SIDE								
225-232	1675.1	1976.9	1824.5	1759.8	1742.3	1804.1	1846.8	1869.1
233-236	1884.6	1939.1	1958.9	1971.3				
SPLITTER								
237-244	1702.8	N.G.	N.G.	1703.9	1699.7	1965.1	1956.9	1955.8
245	1953.8							
BOTTOM								
301-308	N.G.	1711.3	1790.1	1836.9	1864.8	1931.1	1949.5	1959.0
309	1962.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	-0.412	-0.711	N.G.	N.G.	N.G.	1.127	1.127	1.127
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	-0.127	-0.340	-0.538	1.128	1.128	1.128	1.128	N.G.
329	1.128							
CANOPY SIDE								
330-334	1.128	1.128	N.G.	1.128	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.128	1.128	1.128	1.128	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 18 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-4.00	0.701	0.345	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2115.8	2058.3	2055.5	0.42	0.56	0.82	0.378

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9969	0.9977	0.9990	0.9985	1.0007	1.0008	1.0008	N.G.
109-116	1.0004	1.0008	1.0006	1.0010	1.0008	1.0011	1.0006	1.0008
117-124	1.0007	1.0010	1.0007	N.G.	1.0007	1.0008	1.0007	1.0008
125-130	1.0008	1.0008	1.0007	1.0008	1.0007	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9998	0.9998	0.9998	0.9998	N.G.	0.9998	0.9998
139-142	0.9998	0.9998	0.9997	0.9998				
BOUNDARY LAYER DUCT								
143-144	0.9998	0.9998						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2059.9	N.G.	2064.2	2061.6	2052.3	2053.4		
RAKE BULLET								
207-212	2043.8	2046.4	2047.5	2046.7	2033.7	N.G.		
TOP								
213-220	1476.9	2108.5	2110.8	2065.3	2037.1	2040.5	2041.6	2043.6
221-224	2044.1	2070.7	N.G.	2069.3				
SIDE								
225-232	1393.0	2095.2	2098.1	2058.2	2025.5	2027.2	2031.1	2032.3
233-236	2033.7	2056.6	2071.0	2080.3				
SPLITTER								
237-244	1793.7	N.G.	N.G.	1794.0	1788.6	2074.3	2061.9	2054.0
245	2052.6							
BOTTOM								
301-308	N.G.	2092.0	2073.8	2065.6	2059.7	2053.9	2061.5	2064.9
309	2065.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-1.195	-1.300	N.G.	N.G.	N.G.	1.129	1.129	1.130
318-320	N.G.	1.129	1.129					
NACELLE SIDE								
321-328	-0.275	-0.354	-0.482	1.129	1.129	1.129	1.130	N.G.
329	1.130							
CANOPY SIDE								
330-334	1.130	1.130	N.G.	1.131	1.131			
CANOPY CENTER LINE								
335-342	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.130
CANOPY SIDE								
343-344	1.130	1.130						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 19 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-4.00	0.701	0.588	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2113.9	1936.0	1934.0	1.14	1.67	1.39	0.643

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9903	0.9943	0.9921	0.9907	1.0010	1.0011	1.0010	N.G.
109-116	1.0010	1.0011	1.0012	1.0015	1.0011	1.0017	1.0015	1.0016
117-124	1.0013	1.0010	1.0012	N.G.	1.0016	1.0015	1.0013	1.0016
125-130	1.0013	1.0016	1.0015	1.0013	1.0011	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	1.0000	N.G.	1.0001	1.0000
139-142	1.0001	1.0001	1.0001	1.0001				
BOUNDARY LAYER DUCT								
143-144	1.0001	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1942.6	N.G.	1951.6	1950.2	1918.9	1916.4		
RAKE BULLET								
207-212	1895.5	1900.3	1903.6	1902.0	1888.4	N.G.		
TOP								
213-220	1764.7	2105.2	2019.7	1902.8	1857.1	1877.4	1889.2	1897.2
221-224	1896.3	1975.1	N.G.	1973.1				
SIDE								
225-232	1809.6	2113.7	1948.8	1852.5	1788.5	1819.2	1837.3	1854.5
233-236	1862.4	1933.6	1975.6	2001.3				
SPLITTER								
237-244	1750.9	N.G.	N.G.	1753.2	1748.9	1973.4	1947.1	1922.3
245	2114.0							
BOTTOM								
301-308	N.G.	1920.9	1919.1	1919.3	1916.8	1924.5	1946.2	1956.4
309	1960.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.6'	-0.724	N.G.	N.G.	N.G.	1.129	1.129	1.129
318-320	N.	1.129	1.128					
NACELLE SIDE								
321-328	0.184	-0.021	-0.229	1.128	1.128	1.129	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.129	N.G.	1.129	1.129			
CANOPY CENTER LINE								
335-342	1.129	1.129	1.129	1.129	1.129	1.129	1.129	1.129
CANOPY SIDE								
343-344	1.129	1.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 20 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-4.02	0.702	0.774	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2109.2	1769.8	1764.1	2.73	3.31	1.83	0.846

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9803	0.9833	0.9769	0.9742	1.0007	1.0008	1.0006	N.G.
109-116	1.0007	1.0000	1.0007	1.0011	1.0010	1.0015	1.0008	1.0011
117-124	1.0011	1.0013	1.0010	N.G.	1.0008	1.0010	1.0007	1.0011
125-130	1.0006	1.0008	1.0008	1.0007	1.0011	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9999	1.0000	0.9998	N.G.	1.0000	1.0000
139-142	0.9999	0.9998	0.9998	0.9998				
BOUNDARY LAYER DUCT								
143-144	0.9998	0.9999						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1780.0	N.G.	1803.7	1794.7	1736.8	1734.0		
RAKE BULLET								
207-212	1686.0	1696.7	1704.6	1699.2	1684.0	N.G.		
TOP								
213-220	1953.9	2014.9	1839.8	1648.1	1586.9	1639.9	1678.3	1698.9
221-224	1699.8	1845.8	N.G.	1839.3				
SIDE								
225-232	2012.9	2039.2	1699.8	1534.3	1438.3	1498.5	1594.8	1608.6
233-236	1625.5	1767.6	1843.5	1887.6				
SPLITTER								
237-244	1678.3	N.G.	N.G.	1679.2	1674.4	1834.5	1789.6	1741.6
245	1734.5							
BOTTOM								
301-308	N.G.	1698.1	1726.7	1736.4	1741.3	1752.3	1791.7	1815.5
309	1820.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.167	-0.375	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.129	1.129					
NACELLE SIDE								
321-328	0.485	0.216	-0.047	1.128	1.129	1.128	1.129	N.G.
329	1.129							
CANOPY SIDE								
330-334	1.129	1.128	N.G.	1.129	1.129			
CANOPY CENTER LINE								
335-342	1.129	1.128	1.128	1.129	1.129	1.129	1.129	1.129
CANOPY SIDE								
343-344	1.129	1.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 21 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-3.99	0.698	0.881	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2102.2	1617.0	1603.1	4.23	4.79	2.09	0.966

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9663	0.9649	0.9590	0.9587	1.0006	1.0006	1.0007	N.G.
109-116	1.0007	0.9982	1.0007	1.0008	1.0007	1.0008	1.0004	1.0004
117-124	0.9988	1.0006	1.0004	N.G.	1.0004	1.0004	1.0004	1.0004
125-130	1.0002	0.9989	1.0005	1.0007	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9997	0.9996	0.9996	0.9994	N.G.	0.9994	0.9995
139-142	0.9995	0.9995	0.9995	0.9995				
BOUNDARY LAYER DUCT								
143-144	0.9996	0.9997						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1628.5	N.G.	1666.6	1652.5	1571.7	1565.8		
RAKE BULLET								
207-212	1489.3	1506.8	1517.0	1505.9	1486.7	N.G.		
TOP								
213-220	2036.2	1907.4	1676.5	1407.4	1313.9	1396.1	1491.0	1508.5
221-224	1512.4	1730.1	N.G.	1719.7				
SIDE								
225-232	2079.4	1958.0	1500.6	1262.3	1084.4	1156.7	1379.2	1389.3
233-236	1416.4	1627.4	1729.0	1785.5				
SPLITTER								
237-244	1614.1	N.G.	N.G.	1616.6	1612.4	1729.0	1653.9	1583.0
245	1575.7							
BOTTOM								
301-308	N.G.	1501.4	1545.4	1565.8	1578.1	1593.7	1655.9	1683.5
309	1695.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.063	-0.191	N.G.	N.G.	N.G.	1.126	1.126	1.126
318-320	N.G.	1.126	1.127					
NACELLE SIDE								
321-328	0.627	0.333	0.053	1.127	1.127	1.127	1.126	N.G.
329	1.126							
CANOPY SIDE								
330-334	1.126	1.126	N.G.	1.127	1.127			
CANOPY CENTER LINE								
335-342	1.127	1.126	1.126	1.127	1.126	1.126	1.126	1.126
CANOPY SIDE								
343-344	1.126	1.126						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 22 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-3.99	0.699	0.923	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2095.9	1533.3	1512.7	6.09	5.58	2.20	1.011

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9584	0.9543	0.9405	0.9521	1.0004	1.0007	1.0006	N.G.
109-116	1.0001	0.9956	1.0004	1.0006	1.0006	1.0010	1.0005	1.0007
117-124	1.0006	1.0007	1.0004	N.G.	1.0005	1.0007	1.0005	1.0005
125-130	1.0002	1.0005	1.0004	1.0007	1.0006	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9998	0.9998	0.9998	N.G.	0.9998	0.9999
139-142	0.9998	0.9998	0.9997	0.9998				
BOUNDARY LAYER DUCT								
143-144	0.9999	0.9999						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1542.5	N.G.	1590.8	1576.1	1483.5	1473.9		
RAKE BULLET								
207-212	1381.3	1402.1	1412.3	1397.6	1373.1	N.G.		
TOP								
213-220	2055.5	1864.4	1602.1	1289.2	1139.0	1237.3	1386.9	1406.7
221-224	1414.6	1669.8	N.G.	1655.7				
SIDE								
225-232	2091.4	1924.2	1432.6	1174.6	889.4	940.2	1180.2	1294.0
233-236	1325.6	1556.6	1666.7	1728.0				
SPLITTER								
237-244	1574.1	N.G.	N.G.	1579.2	1577.2	1695.8	1585.1	1502.1
245	1493.6							
BOTTOM								
301-308	N.G.	1385.3	1444.2	1472.3	1481.5	1506.3	1583.6	1618.9
309	1628.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.137	-0.132	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.127					
NACELLE SIDE								
321-328	0.669	0.378	0.086	1.128	1.128	1.128	1.128	N.G.
329	1.128							
CANOPY SIDE								
330-334	1.128	1.128	N.G.	1.128	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.128	1.128	1.127	1.127	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 23 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	4.00	0.699	0.923	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2103.6	1544.3	1525.7	4.74	5.79	2.20	1.011

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9694	0.9926	0.9987	0.9536	0.9758	0.9914	0.9992	N.G.
109-116	1.0004	0.9994	1.0007	1.0005	1.0004	1.0004	1.0005	1.0006
117-124	1.0004	0.9999	1.0005	N.G.	1.0004	1.0005	1.0004	1.0004
125-130	1.0004	1.0006	1.0006	1.0007	0.9995	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9998	0.9998	0.9998	0.9997	N.G.	0.9997	0.9997
139-142	0.9995	0.9996	0.9995	0.9995				
BOUNDARY LAYER DUCT								
143-144	0.9996	0.9994						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1554.9	N.G.	1604.1	1589.4	1490.5	1482.4		
RAKE BU								
207-21	1395.7	1417.4	1428.7	1412.1	1388.3	N.G.		
TOP								
213-220	2003.3	1933.0	1719.8	1482.4	1385.5	1451.6	1486.0	1501.3
221-224	1483.2	1683.1	N.G.	1666.2				
SIDE								
225-232	1406.4	2093.1	1920.6	1715.3	1478.7	1438.0	1458.9	1446.2
233-236	1434.9	1586.8	1698.9	1777.1				
SPLITTER								
237-244	1583.7	N.G.	N.G.	1584.9	1581.5	1692.4	1598.7	1522.2
245	1509.7							
BOTTOM								
301-308	N.G.	1636.2	1655.9	1654.9	1643.6	1578.1	1602.2	1634.4
309	1646.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.015	-0.295	N.G.	N.G.	N.G.	1.127	1.127	1.127
318-320	N.G.	1.127	1.127					
NACELLE SIDE								
321-328	-0.608	-0.791	-1.072	1.127	1.127	1.127	1.127	N.G.
329	1.127							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.127	1.127			
CANOPY CENTER LINE								
335-342	1.126	1.126	1.126	1.127	1.127	1.127	1.127	1.127
CANOPY SIDE								
343-344	1.127	1.127						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 24 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	4.00	0.699	0.879	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2107.6	1627.6	1614.5	3.56	4.86	2.11	0.963

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9746	0.9948	0.9993	0.9657	0.9833	0.9941	1.0007	N.G.
109-116	1.0006	1.0000	1.0006	1.0008	1.0006	1.0012	1.0004	1.0012
117-124	1.0008	1.0011	1.0006	N.G.	1.0008	1.0008	1.0000	1.0010
125-130	1.0007	1.0008	1.0010	1.0008	1.0006	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9999	1.0000	1.0000	N.G.	0.9997	1.0000
139-142	1.0000	1.0001	1.0000	0.9999				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1636.1	N.G.	1678.2	1666.0	1582.2	1575.7		
RAKE BULLET								
207-212	1503.1	1520.3	1530.5	1519.8	1500.3	N.G.		
TOP								
213-220	1973.8	1975.8	1785.8	1580.2	1500.0	1553.9	1579.1	1588.7
221-224	1577.1	1741.1	N.G.	1727.0				
SIDE								
225-232	1297.0	2111.3	1969.6	1790.8	1597.1	1579.6	1575.7	1552.3
233-236	1541.8	1658.4	1754.4	1823.3				
SPLITTER								
237-244	1618.0	N.G.	N.G.	1619.7	1615.2	1749.6	1666.9	1601.7
245	1590.9							
BOTTOM								
301-308	N.G.	1702.4	1719.8	1719.1	1708.6	1655.1	1671.2	1697.1
309	1707.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.108	-0.368	N.G.	N.G.	N.G.	1.128	1.128	1.128
318-320	N.G.	1.128	1.128					
NACELLE SIDE								
321-328	-0.722	-0.864	-1.139	1.128	1.127	1.127	1.128	N.G.
329	1.127							
CANOPY SIDE								
330-334	1.127	1.127	N.G.	1.128	1.128			
CANOPY CENTER LINE								
335-342	1.128	1.128	1.128	1.128	1.128	1.128	1.128	1.128
CANOPY SIDE								
343-344	1.128	1.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 25 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.02	0.799	0.914	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.982	2074.6	1516.6	1501.0	9.35	5.78	2.18	0.949

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9545	0.9856	0.9672	0.9087	0.9694	1.0001	1.0005	N.G.
109-116	0.9875	0.9351	0.9781	0.9993	1.0001	0.9998	0.9884	0.9543
117-124	0.9818	0.9985	0.9994	N.G.	0.9895	0.9712	0.9851	0.9970
125-130	0.9977	0.9965	0.9906	0.9847	0.9893	0.9950		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	0.9999	N.G.	0.9999	0.9998
139-142	1.0000	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1530.4	N.G.	1576.7	1552.1	1467.4	1456.7		
RAKE BULLET								
207-212	1366.6	1388.3	1400.2	1383.3	1355.9	N.G.		
TOP								
213-220	2020.2	1907.0	1651.5	1352.5	1222.6	1310.4	1401.0	1413.7
221-224	1406.4	1656.6	N.G.	1643.9				
SIDE								
225-232	1772.9	2079.2	1714.2	1456.1	1183.1	1251.1	1310.4	1322.3
233-236	1330.7	1543.6	1663.1	1743.0				
SPLITTER								
237-244	1505.8	N.G.	N.G.	1508.3	1504.1	1668.7	1571.0	1493.4
245	1482.1							
BOTTOM								
301-308	N.G.	1556.9	1571.5	1574.1	1564.3	1529.0	1570.5	1602.7
309	1612.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.131	-0.152	N.G.	N.G.	N.G.	1.170	1.170	1.170
318-320	N.G.	1.170	1.170					
NACELLE SIDE								
321-328	0.141	-0.136	-0.474	1.170	1.170	1.170	1.170	N.G.
329	1.170							
CANOPY SIDE								
330-334	1.170	1.170	N.G.	1.170	1.170			
CANOPY CENTER LINE								
335-342	1.170	1.170	1.171	1.170	1.170	1.170	1.170	1.170
CANOPY SIDE								
343-344	1.170	1.170						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 26 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.02	0.799	0.912	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.982	2074.4	1518.6	1502.3	9.32	5.80	2.18	0.948

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9551	0.9855	0.9669	0.9087	0.9694	1.0002	1.0001	N.G.
109-116	0.9875	0.9357	0.9781	0.9995	1.0000	0.9995	0.9886	0.9542
117-124	0.9813	0.9984	0.9996	N.G.	0.9890	0.9707	0.9847	0.9967
125-130	0.9972	0.9960	0.9902	0.9847	0.9890	0.9949		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0001	1.0001	1.0001	N.G.	1.0000	1.0000
139-142	1.0000	1.0000	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0001	1.0001						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1532.9	N.G.	1578.4	1554.9	1468.5	1458.1		
RAKE BULLET								
207-212	1368.6	1389.7	1401.0	1384.1	1358.1	N.G.		
TOP								
213-220	2019.7	1909.0	1653.7	1358.1	1230.8	1316.3	1406.4	1416.6
221-224	1412.1	1657.4	N.G.	1645.3				
SIDE								
225-232	1772.3	2080.7	1715.9	1459.5	1188.7	1257.3	1313.8	1326.2
233-236	1334.7	1544.5	1663.9	1743.8				
SPLITTER								
237-244	1506.9	N.G.	N.G.	1509.7	1504.7	1669.6	1572.4	1493.9
245	1482.1							
BOTTOM								
301-308	N.G.	1556.9	1572.3	1573.0	1565.1	1531.1	1572.3	1603.0
309	1614.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.128	-0.156	N.G.	N.G.	N.G.	1.170	1.170	1.170
318-320	N.G.	1.170	1.171					
NACELLE SIDE								
321-328	0.141	-0.137	-0.473	1.171	1.170	1.170	1.170	N.G.
329	1.171							
CANOPY SIDE								
330-334	1.171	1.171	N.G.	1.171	1.171			
CANOPY CENTER LINE								
335-342	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170
CANOPY SIDE								
343-344	1.170	1.170						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 27 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.02	0.797	0.816	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.985	2080.1	1682.0	1676.0	7.62	4.06	1.95	0.848

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9737	0.9909	0.9776	0.9255	0.9724	1.0001	1.0006	N.G.
109-116	0.9869	0.9428	0.9801	0.9998	1.0004	1.0000	0.9881	0.9569
117-124	0.9833	0.9987	0.9994	N.G.	0.9891	0.9715	0.9863	0.9972
125-130	0.9976	0.9965	0.9908	0.9853	0.9897	0.9953		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9999	0.9999	0.9999	0.9999	N.G.	0.9999	0.9999
139-142	0.9999	0.9998	0.9998	0.9999				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1692.1	N.G.	1722.6	1708.5	1648.7	1638.2		
RAKE BULLET								
207-212	1578.6	1592.2	1601.8	1595.3	1575.8	N.G.		
TOP								
213-220	1944.6	1997.1	1798.6	1577.5	1497.3	1558.9	1592.8	1612.0
221-224	1606.6	1774.0	N.G.	1767.3				
SIDE								
225-232	1612.2	2105.2	1858.4	1666.2	1495.6	1525.6	1547.0	1555.5
233-236	1556.6	1691.3	1779.7	1840.1				
SPLITTER								
237-244	1581.5	N.G.	N.G.	1582.3	1578.6	1784.2	1709.7	1655.2
245	1647.0							
BOTTOM								
301-308	N.G.	1733.4	1730.9	1735.2	1719.9	1695.0	1714.0	1733.7
309	1741.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.059	-0.324	N.G.	N.G.	N.G.	1.169	1.169	1.169
318-320	N.G.	1.169	1.169					
NACELLE SIDE								
321-328	-0.055	-0.295	-0.651	1.169	1.169	1.169	1.169	N.G.
329	1.169							
CANOPY SIDE								
330-334	1.169	1.169	N.G.	1.169	1.169			
CANOPY CENTER LINE								
335-342	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169
CANOPY SIDE								
343-344	1.169	1.169						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 28 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	0.02	0.800	0.624	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2078.0	1871.0	1872.2	5.69	2.16	1.49	0.647

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9847	0.9935	0.9755	0.9440	0.9683	0.9987	1.0000	N.G.
109-116	0.9828	0.9502	0.9764	0.9988	0.9996	0.9987	0.9841	0.9552
117-124	0.9789	0.9979	0.9989	N.G.	0.9851	0.9634	0.9815	0.9959
125-130	0.9962	0.9945	0.9875	0.9788	0.9863	0.9938		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9998	0.9998	0.9998	0.9998	N.G.	0.9999	0.9999
139-142	0.9999	0.9999	1.0000	1.0000				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1877.6	N.G.	1891.8	1883.0	1855.9	1846.9		
RAKE BULLET								
207-212	1818.6	1825.1	1832.2	1831.1	1814.4	N.G.		
TOP								
213-220	1801.7	2075.9	1951.9	1802.8	1748.9	1785.0	1801.7	1812.7
221-224	1813.6	1915.8	N.G.	1915.5				
SIDE								
225-232	1329.9	2098.7	2002.4	1887.8	1782.5	1788.1	1797.7	1798.6
233-236	1799.4	1869.2	1917.7	1952.8				
SPLITTER								
237-244	1661.1	N.G.	N.G.	1661.4	1656.3	1921.1	1879.3	1853.4
245	1848.3							
BOTTOM								
301-308	N.G.	1912.5	1911.2	1907.6	1900.5	1883.6	1885.6	1894.8
309	1896.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	-0.341	-0.569	N.G.	N.G.	N.G.	1.171	1.171	1.171
318-320	N.G.	1.170	1.170					
NACELLE SIDE								
321-328	-0.356	-0.514	-0.869	1.171	1.170	1.170	1.170	N.G.
329	1.170							
CANOPY SIDE								
330-334	1.170	1.170	N.G.	1.170	1.170			
CANOPY CENTER LINE								
335-342	1.170	1.170	1.169	1.170	1.170	1.170	1.171	1.171
CANOPY SIDE								
343-344	1.171	1.171						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 1 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 29 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	0.02	0.798	0.373	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.937	1977.3	1905.1	1919.3	1.44	0.61	0.89	0.388

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9280	0.9280	0.9297	0.9382	0.9390	0.9354	0.9347	N.G.
109-116	0.9314	0.9390	0.9406	0.9366	0.9348	0.9347	0.9330	0.9382
117-124	0.9409	0.9382	0.9358	N.G.	0.9354	0.9381	0.9400	0.9386
125-130	0.9380	0.9386	0.9388	0.9412	0.9415	0.9406		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	1.0000	1.0000	1.0000	N.G.	1.0000	1.0000
139-142	1.0000	1.0001	1.0001	1.0001				
BOUNDARY LAYER DUCT								
143-144	1.0000	1.0000						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1907.4	N.G.	1910.5	1909.4	1899.5	1898.4		
RAKE BULLET								
207-212	1882.0	1883.4	1885.4	1883.7	1870.2	N.G.		
TOP								
213-220	1958.8	1886.5	1687.8	1552.5	1575.7	1687.8	1738.0	1769.6
221-224	1787.1	1888.2	N.G.	1911.1				
SIDE								
225-232	1557.3	1941.9	1765.1	1679.0	1649.1	1721.1	1771.1	1797.3
233-236	1812.0	1875.8	1900.4	1916.7				
SPLITTER								
237-244	1600.8	N.G.	N.G.	1602.5	1596.3	1909.7	1896.7	1895.6
245	1893.6							
BOTTOM								
301-308	N.G.	1615.0	1717.6	1769.3	1810.9	1893.3	1903.0	1905.6
309	1906.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.046	-0.280	N.G.	N.G.	N.G.	1.170	1.170	1.170
318-320	N.G.	1.170	1.170					
NACELLE SIDE								
321-328	-0.162	-0.400	-0.720	1.170	1.170	1.170	1.170	N.G.
329	1.170							
CANOPY SIDE								
330-334	1.170	1.170	N.G.	1.170	1.170			
CANOPY CENTER LINE								
335-342	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170
CANOPY SIDE								
343-344	1.170	1.170						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 2 BASIC CANOPY, 30E OVAL INLET, LONG SPLITTER,
PT 1 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	0.02	0.701	0.936	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.008	2127.6	1559.6	1536.7	4.93	5.71	2.25	1.023

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9770	1.0004	0.9977	0.9633	1.0118	1.0125	1.0124	N.G.
109-116	1.0125	1.0125	1.0113	1.0127	1.0121	1.0130	1.0122	1.0127
117-124	1.0119	1.0127	1.0122	N.G.	1.0121	1.0124	1.0124	1.0124
125-130	1.0121	1.0122	1.0120	1.0125	1.0120	1.0125		
BOUNDARY LAYER RAKE								
131-138	N.G.	P.O.	P.O.	P.O.	P.O.	N.G.	P.O.	P.O.
139-142	P.O.	P.O.	P.O.	P.O.				
BOUNDARY LAYER DUCT								
143-144	P.O.	P.O.						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1570.4	N.G.	1619.0	1602.3	1508.6	1497.6		
RAKE BULLET								
207-212	1410.1	1429.3	1442.8	1426.7	1401.3	N.G.		
TOP								
213-220	2047.0	1942.8	1708.8	1438.3	1327.9	1403.3	1466.0	1482.3
221-224	1472.2	1698.3	N.G.	1682.0				
SIDE								
225-232	1860.7	2100.1	1744.4	1502.7	1261.0	1323.1	1362.1	1383.5
233-236	1389.7	1589.6	1705.4	1782.2				
SPLITTER								
237-244	1604.3	N.G.	N.G.	1605.4	1601.8	1713.0	1615.6	1533.7
245	1523.0							
BOTTOM								
301-308	N.G.	1567.7	1592.5	1610.9	1599.2	1570.5	1618.9	1652.9
309	1664.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	0.074	-0.197	N.G.	N.G.	N.G.	P.O.	P.O.	P.O.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	0.151	-0.121	-0.384	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	P.O.	P.O.	N.G.	P.O.	P.O.			
CANOPY CENTER LINE								
335-342	P.O.	P.O.	P.O.	P.O.	P.O.	P.O.	P.O.	P.O.
CANOPY SIDE								
343-344	P.O.	P.O.						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 2 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.00	0.699	0.906	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2115.3	1582.6	1529.9	9.37	3.96	2.22	0.992

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9430	0.9834	0.9907	0.9082	1.0008	1.0011	1.0011	N.G.
109-116	1.0008	0.9803	1.0007	1.0010	1.0008	1.0013	1.0008	1.0008
117-124	1.0008	1.0011	1.0011	N.G.	1.0007	1.0008	1.0010	1.0008
125-130	1.0008	N.G.	1.0011	1.0011	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9975	0.9756	N.G.	0.8742	N.G.	0.9996	0.9981
139-142	0.9786	0.9391	0.8788	0.8425				
BOUNDARY LAYER DUCT								
143-144	0.8154	0.7280						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1558.4	1603.5	1626.1	N.G.	1542.3	N.G.		
RAKE BULLET								
207-212	1399.7	1418.3	1429.6	1413.5	1389.0	N.G.		
TOP								
213-220	2031.0	1885.9	N.G.	1349.7	1351.7	1434.4	1457.0	1486.7
221-224	1512.6	1699.0	1700.4	1677.5				
SIDE								
225-232	2109.5	1891.5	1535.8	1304.8	1371.5	1391.8	1398.8	1403.4
233-236	1434.1	N.G.	1692.2	1758.6				
SPLITTER								
237-244	2130.1	N.G.	N.G.	1510.9	1486.1	1584.3	1576.7	1516.6
245	1506.1							
BOTTOM								
301-308	N.G.	1575.2	1594.4	1601.8	1596.7	1580.1	1633.5	1646.3
309	1645.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.069	N.G.	N.G.	N.G.	-0.311	-0.326	N.G.
318-320	N.G.	-0.217	-0.138					
NACELLE SIDE								
321-328	N.G.	-0.069	-0.142	-0.249	-0.297	-0.347	-0.281	N.G.
329	-0.323							
CANOPY SIDE								
330-334	N.G.	-0.344	N.G.	N.G.	-0.141			
CANOPY CENTER LINE								
335-342	0.576	-0.133	P.O.	P.O.	P.O.	P.O.	-0.056	0.154
CANOPY SIDE								
343-344	-0.051	0.170						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 3 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.00	0.699	0.884	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2117.5	1623.3	1576.6	8.77	3.69	2.16	0.968

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9506	0.9873	0.9933	0.9143	1.0007	1.0011	1.0011	N.G.
109-116	1.0011	0.9844	1.0010	1.0012	1.0011	1.0016	1.0012	1.0012
117-124	1.0011	1.0012	1.0011	N.G.	1.0011	1.0011	1.0011	1.0011
125-130	1.0011	N.G.	1.0013	1.0013	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9971	0.9740	N.G.	0.8736	N.G.	0.9997	0.9980
139-142	0.9771	0.9372	0.8781	0.8430				
BOUNDARY LAYER DUCT								
143-144	0.8173	0.7285						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1601.6	1643.1	1663.4	N.G.	1585.2	N.G.		
RAKE BULLET								
207-212	1455.6	1472.8	1483.5	1470.0	1448.5	N.G.		
TOP								
213-220	2010.7	1918.1	N.G.	1419.2	1425.7	1491.7	1511.5	1536.9
221-224	1558.7	1728.1	1729.8	1709.1				
SIDE								
225-232	2099.9	1920.3	1590.0	1386.4	1440.6	1457.0	1465.5	1
233-236	1487.8	N.G.	1722.4	1784.0				
SPLITTER								
237-244	2130.7	N.G.	N.G.	1551.3	1529.7	1621.6	1613.7	1.8.7
245	1548.5							
BOTTOM								
301-308	N.G.	1624.1	1636.1	1647.8	1638.4	1622.8	1667.8	1682.4
309	1680.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.105	N.G.	N.G.	N.G.	-0.319	-0.328	N.G.
318-320	N.G.	-0.216	-0.137					
NACELLE SIDE								
321-328	N.G.	-0.103	-0.165	-0.267	-0.311	-0.356	-0.284	N.G.
329	-0.322							
CANOPY SIDE								
330-334	N.G.	-0.341	N.G.	N.G.	-0.136			
CANOPY CENTER LINE								
335-342	0.577	-0.132	P.O.	P.O.	P.O.	P.O.	-0.047	0.171
CANOPY SIDE								
343-344	-0.043	0.184						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL PYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 4 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.00	0.699	0.775	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2124.3	1780.7	1752.6	5.14	2.68	1.90	0.849

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9786	0.9952	0.9988	0.9500	1.0010	1.0011	1.0011	N.G.
109-116	1.0011	0.9946	1.0011	1.0013	1.0010	1.0012	1.0011	1.0011
117-124	1.0011	1.0011	1.0008	N.G.	1.0010	1.0011	1.0011	1.0011
125-130	1.0010	N.G.	1.0008	1.0011	1.0010	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9945	0.9625	N.G.	0.8702	N.G.	0.9993	0.9956
139-142	0.9661	0.9256	0.8728	0.8444				
BOUNDARY LAYER DUCT								
143-144	0.8221	0.7295						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1768.4	1794.4	1808.5	N.G.	1751.5	N.G.		
RAKE BULLET								
207-212	1669.9	1680.3	1688.3	1681.5	1666.5	N.G.		
TOP								
213-220	1883.4	2031.6	N.G.	1671.3	1663.1	1699.8	1707.5	1722.4
221-224	1735.4	1847.5	1849.2	1835.9				
SIDE								
225-232	2020.6	2037.5	1813.1	1667.1	1682.9	1681.8	1674.4	1675.8
233-236	1685.7	N.G.	1841.6	1887.9				
SPLITTER								
237-244	2130.4	N.G.	N.G.	1722.1	1710.8	1770.7	1765.1	1728.3
245	1720.2							
BOTTOM								
301-308	N.G.	1795.4	1796.5	1796.5	1791.9	1777.8	1804.1	1812.8
309	1814.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.267	N.G.	N.G.	N.G.	-0.367	-0.343	N.G.
318-320	N.G.	-0.220	-0.139					
NACELLE SIDE								
321-328	N.G.	-0.273	-0.272	-0.348	-0.378	P.O.	-0.301	N.G.
329	-0.329							
CANOPY SIDE								
330-334	N.G.	-0.340	N.G.	N.G.	-0.118			
CANOPY CENTER LINE								
335-342	0.577	-0.131	P.O.	P.O.	P.O.	P.O.	-0.009	0.245
CANOPY SIDE								
343-344	-0.011	0.241						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 5 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	0.00	0.699	0.590	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2131.3	1950.6	1937.2	2.00	1.44	1.45	0.646

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9958	0.9990	1.0002	0.9818	1.0011	1.0012	1.0005	N.G.
109-116	1.0011	1.0000	1.0011	1.0016	1.0013	1.0018	1.0012	1.0012
117-124	1.0012	1.0014	1.0011	N.G.	1.0011	1.0016	1.0012	1.0013
125-130	1.0013	N.G.	1.0011	1.0013	1.0014	1.0013		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9705	0.9331	N.G.	0.8617	N.G.	0.9974	0.9822
139-142	0.9376	0.9013	0.8628	0.8457				
BOUNDARY LAYER DUCT								
143-144	0.8239	0.7292						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1944.1	1958.5	1965.3	N.G.	1934.5	N.G.		
RAKE BULLET								
207-212	1896.1	1899.8	1903.7	1902.3	1890.2	N.G.		
TOP								
213-220	1623.3	2121.7	N.G.	1931.7	1910.5	1919.8	1917.5	1922.6
221-224	1926.9	1983.3	1985.0	1979.1				
SIDE								
225-232	1789.1	2129.6	2041.8	1950.0	1931.9	1920.4	1914.2	1907.1
233-236	1908.5	N.G.	1979.7	2004.5				
SPLITTER								
237-244	2132.4	N.G.	N.G.	1917.3	1910.8	1941.5	1938.7	1919.5
245	2130.2							
BOTTOM								
301-308	N.G.	1988.0	1971.9	1960.9	1959.1	1947.1	1959.6	1965.8
309	1966.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.039	N.G.	N.G.	N.G.	P.O.	-0.367	N.G.
318-320	N.G.	-0.226	-0.143					
NACELLE SIDE								
321-328	N.G.	-0.607	-0.486	P.O.	P.O.	P.O.	-0.321	N.G.
329	-0.339							
CANOPY SIDE								
330-334	N.G.	-0.337	N.G.	N.G.	-0.086			
CANOPY CENTER LINE								
335-342	0.577	-0.129	P.O.	P.O.	P.O.	P.O.	0.059	0.350
CANOPY SIDE								
343-344	0.045	0.325						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 6 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	0.00	0.699	0.336	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.981	2089.8	2033.9	2031.9	0.92	0.35	0.82	0.368

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-103	0.9748	0.9771	0.9780	0.9771	0.9814	0.9801	0.9788	N.G.
109-116	0.9798	0.9804	0.9813	0.9818	0.9802	0.9816	0.9806	0.9792
117 124	0.9816	0.9814	0.9808	N.G.	0.9821	0.9809	0.9816	0.9818
125-130	0.9822	N.G.	0.9838	0.9832	0.9827	0.9833		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7469	0.7607	N.G.	0.7490	N.G.	0.7795	0.7655
139-142	0.7544	0.7498	0.7503	0.7543				
BOUNDARY LAYER DUCT								
143-144	0.7609	0.7133						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2032.2	2035.3	2037.8	N.G.	2030.5	N.G.		
RAKE BULLET								
207-212	2012.7	2013.0	2016.1	2015.0	2003.9	N.G.		
TOP								
213-220	1620.8	2069.2	N.G.	1923.5	1927.1	1947.8	1961.0	1978.2
221-224	1981.9	2031.9	2038.7	2040.4				
SIDE								
225-232	1695.9	2058.2	2002.5	1954.8	1967.5	1974.9	1975.4	1985.6
233-236	1991.2	N.G.	2035.8	2046.0				
SPLITTER								
237-244	2062.4	N.G.	N.G.	2016.6	2017.5	2027.1	2028.8	2023.1
245	2131.0							
BOTTOM								
301-308	N.G.	1964.7	1988.8	2003.4	2009.8	2024.6	2032.3	2036.4
309	2037.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.911	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.230	-0.145					
NACELLE SIDE								
321-328	N.G.	-0.773	-0.572	P.O.	P.O.	P.O.	-0.332	N.G.
329	-0.335							
CANOPY SIDE								
330-334	N.G.	-0.322	N.G.	N.G.	0.007			
CANOPY CENTER LINE								
335-342	0.581	-0.116	P.O.	P.O.	P.O.	-0.255	0.156	0.181
CANOPY SIDE								
343-344	0.118	0.069						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 7 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-3.90	0.00	0.698	0.350	0.50	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.001	2133.0	2073.5	2068.0	0.38	0.48	0.86	0.383

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9988	1.0002	1.0005	0.9977	1.0008	1.0005	1.0013	N.G.
109-116	1.0011	1.0016	1.0011	1.0013	1.0013	1.0014	1.0012	1.0016
117-124	1.0013	1.0014	1.0011	N.G.	1.0012	1.0012	1.0011	1.0013
125-130	1.0011	N.G.	1.0011	1.0014	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9465	0.9228	N.G.	0.8715	N.G.	0.9948	0.9709
139-142	0.9268	0.8966	0.8692	0.8616				
BOUNDARY LAYER DUCT								
143-144	0.8372	0.7310						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2071.7	2076.2	2078.2	N.G.	2068.0	N.G.		
RAKE BULLET								
207-212	2055.6	2057.3	2058.4	2057.9	2047.7	N.G.		
TOP								
213-220	1351.4	2109.0	N.G.	2088.1	2070.9	2070.3	2067.2	2067.8
221-224	2068.0	2084.4	2084.4	2082.7				
SIDE								
225-232	1256.6	2073.1	2132.7	2118.3	2099.4	2087.5	2078.2	2072.6
233-236	2070.6	N.G.	2083.3	2091.8				
SPLITTER								
237-244	2133.3	N.G.	N.G.	2061.0	2059.3	2069.2	2068.9	2061.5
245	2060.7							
BOTTOM								
301-308	N.G.	2103.1	2091.1	2085.2	2081.6	2074.2	2076.5	2078.8
309	2078.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.361	N.G.	N.G.	N.G.	P.O.	-0.360	N.G.
318-320	N.G.	-0.232	-0.154					
NACELLE SIDE								
321-328	N.G.	-1.184	-0.880	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.360							
CANOPY SIDE								
330-334	N.G.	-0.269	N.G.	N.G.	-0.043			
CANOPY CENTER LINE								
335-342	0.625	-0.027	P.O.	P.O.	P.O.	-0.380	0.168	0.479
CANOPY SIDE								
343-344	0.137	0.424						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 8 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-3.89	0.00	0.698	0.595	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2130.8	1946.7	1933.1	1.62	1.46	1.46	0.652

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9922	0.9988	1.0000	0.9850	1.0010	1.0012	1.0010	N.G.
109-116	1.0011	1.0011	1.0008	1.0012	1.0011	1.0012	1.0007	1.0011
117-124	1.0008	1.0004	1.0007	N.G.	1.0008	1.0008	1.0011	1.0011
125-130	1.0008	N.G.	1.0008	1.0011	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9982	0.9771	N.G.	0.8904	N.G.	1.0003	0.9992
139-142	0.9811	0.9454	0.8937	0.8665				
BOUNDARY LAYER DUCT								
143-144	0.8398	0.7332						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1941.0	1954.2	1961.3	N.G.	1930.2	N.G.		
RAKE BULLET								
207-212	1891.0	1895.0	1899.2	1896.6	1885.9	N.G.		
TOP								
213-220	1718.5	2107.8	N.G.	1906.0	1894.1	1907.9	1908.8	1913.9
221-224	1919.2	1980.2	1981.1	1974.6				
SIDE								
225-232	1699.0	2131.8	2059.6	1965.8	1940.4	1925.2	1914.4	1905.7
233-236	1906.5	N.G.	1976.3	2001.7				
SPLITTER								
237-244	2132.1	N.G.	N.G.	1913.6	1906.5	1937.0	1934.8	1915.6
245	2131.0							
BOTTOM								
301-308	N.G.	1978.8	1964.2	1960.4	1956.3	1944.3	1956.3	1962.7
309	1962.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.420	N.G.	N.G.	N.G.	-0.361	-0.330	N.G.
318-320	N.G.	-0.224	-0.149					
NACELLE SIDE								
321-328	N.G.	-0.810	-0.633	P.O.	P.O.	P.O.	-0.380	N.G.
329	-0.355							
CANOPY SIDE								
330-334	N.G.	-0.274	N.G.	N.G.	-0.091			
CANOPY CENTER LINE								
335-342	0.624	-0.031	P.O.	P.O.	P.O.	P.O.	0.063	0.371
CANOPY SIDE								
343-344	0.049	0.337						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 9 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-3.89	0.00	0.699	0.783	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2126.9	1774.0	1745.1	3.84	2.69	1.92	0.857

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9710	0.9940	0.9996	0.9629	1.0008	1.0011	1.0010	N.G.
109-116	1.0006	1.0002	1.0008	1.0008	1.0008	1.0012	1.0008	1.0011
117-124	1.0008	1.0011	1.0007	N.G.	1.0007	1.0011	1.0008	1.0010
125-130	1.0008	N.G.	1.0008	1.0008	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	0.9917	N.G.	0.8983	N.G.	1.0002	1.0001
139-142	0.9936	0.9658	0.9038	0.8641				
BOUNDARY LAYER DUCT								
143-144	0.8360	0.7317						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1762.5	1787.4	1801.8	N.G.	1744.5	N.G.		
RAKE BULLET								
207-212	1660.3	1670.8	1679.0	1671.9	1657.5	N.G.		
TOP								
213-220	1977.7	1978.0	N.G.	1610.6	1620.8	1671.6	1687.7	1703.0
221-224	1717.9	1842.7	1844.1	1830.6				
SIDE								
225-232	1968.9	2060.7	1843.3	1684.9	1687.7	1680.1	1667.1	1668.2
233-236	1676.7	N.G.	1836.5	1883.4				
SPLITTER								
237-244	2131.8	N.G.	N.G.	1720.5	1707.2	1765.6	1759.1	1720.5
245	1712.3							
BOTTOM								
301-308	N.G.	1783.4	1791.0	1792.3	1786.7	1770.1	1797.7	1808.4
309	1810.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.086	N.G.	N.G.	N.G.	-0.277	-0.304	N.G.
318-320	N.G.	-0.220	-0.147					
NACELLE SIDE								
321-328	N.G.	-0.445	-0.404	P.O.	P.O.	P.O.	-0.364	N.G.
329	-0.347							
CANOPY SIDE								
330-334	N.G.	-0.279	N.G.	N.G.	-0.124			
CANOPY CENTER LINE								
335-342	0.623	-0.034	P.O.	P.O.	P.O.	P.O.	-0.007	0.250
CANOPY SIDE								
343-344	-0.009	0.239						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 10 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-3.89	0.00	0.700	0.890	2.00	2.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2119.4	1614.6	1566.0	8.82	3.73	2.18	0.974

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9420	0.9876	0.9971	0.9133	1.0008	1.0010	1.0008	N.G.
109-116	1.0008	0.9929	1.0008	1.0011	1.0008	1.0011	1.0008	1.0011
117-124	1.0010	1.0008	1.0006	N.G.	1.0008	1.0008	1.0011	1.0008
125-130	1.0008	N.G.	1.0010	1.0008	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0003	0.9956	N.G.	0.9025	N.G.	1.0002	1.0003
139-142	0.9967	0.9745	0.9091	0.8629				
BOUNDARY LAYER DUCT								
143-144	0.8309	0.7303						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1592.6	1633.8	1655.5	N.G.	1576.5	N.G.		
RAKE BULLET								
207-212	1442.3	1459.9	1470.9	1457.0	1435.0	N.G.		
TOP								
213-220	2077.1	1842.2	N.G.	1337.3	1361.3	1461.0	1484.1	1513.5
221-224	1538.3	1721.6	1723.6	1701.0				
SIDE								
225-232	2069.2	1956.2	1631.2	1405.1	1442.3	1447.4	1439.2	1447.7
233-236	1470.0	N.G.	1715.7	1780.0				
SPLITTER								
237-244	2131.8	N.G.	N.G.	1549.1	1521.1	1615.1	1607.0	1549.6
245	1538.3							
BOTTOM								
301-308	N.G.	1620.2	1635.3	1640.9	1633.0	1609.9	1660.1	1674.9
309	1674.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.078	N.G.	N.G.	N.G.	-0.231	-0.289	N.G.
318-320	N.G.	-0.216	-0.145					
NACELLE SIDE								
321-328	N.G.	-0.258	-0.289	P.O.	P.O.	P.O.	-0.344	N.G.
329	-0.339							
CANOPY SIDE								
330-334	N.G.	-0.281	N.G.	N.G.	-0.141			
CANOPY CENTER LINE								
335-342	0.623	-0.035	P.O.	P.O.	P.O.	P.O.	-0.044	0.173
CANOPY SIDE								
343-344	-0.040	0.178						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 11 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-3.89	0.00	0.700	0.906	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2118.5	1585.6	1532.4	9.42	3.92	2.22	0.991

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9375	0.9864	0.9970	0.9076	1.0008	1.0011	1.0007	N.G.
109-116	1.0008	0.9926	1.0010	1.0010	1.0006	1.0012	1.0008	1.0010
117-124	1.0007	1.0011	1.0007	N.G.	1.0006	1.0011	1.0008	1.0011
125-130	1.0007	N.G.	1.0011	1.0011	1.0011	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0003	0.9959	N.G.	0.9031	N.G.	1.0002	1.0002
139-142	0.9968	0.9753	0.9097	0.8625				
BOUNDARY LAYER DUCT								
143-144	0.8297	0.7298						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1561.8	1606.1	1628.7	N.G.	1545.7	N.G.		
RAKE BULLET								
207-212	1401.7	1421.5	1432.7	1416.4	1391.2	N.G.		
TOP								
213-220	2084.7	1823.5	N.G.	1297.8	1320.4	1427.9	1453.6	1484.7
221-224	1511.0	1701.5	1702.1	1679.0				
SIDE								
225-232	2077.1	1942.4	1602.7	1363.0	1405.1	1411.9	1405.4	1415.0
233-236	1441.8	N.G.	1695.9	1762.8				
SPLITTER								
237-244	2132.7	N.G.	N.G.	1514.3	1489.8	1587.5	1578.2	1520.0
245	1509.0							
BOTTOM								
301-308	N.G.	1596.1	1614.5	1618.4	1611.0	1585.4	1637.6	1650.1
309	1651.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.096	N.G.	N.G.	N.G.	-0.227	-0.289	N.G.
318-320	N.G.	-0.217	-0.146					
NACELLE SIDE								
321-328	N.G.	-0.240	-0.278	-0.369	P.O.	P.O.	-0.344	N.G.
329	-0.340							
CANOPY SIDE								
330-334	N.G.	-0.282	N.G.	N.G.	-0.145			
CANOPY CENTER LINE								
335-342	0.622	-0.037	P.O.	P.O.	P.O.	P.O.	-0.049	0.163
CANOPY SIDE								
343-344	-0.045	0.170						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 12 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.13	-0.02	0.701	0.905	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.992	2114.6	1580.6	1528.3	9.11	3.89	2.22	0.990

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9490	0.9808	0.9870	0.9108	0.9996	1.0008	1.0010	N.G.
109-116	1.0007	0.9505	1.0007	1.0008	1.0008	1.0012	1.0005	0.9982
117-124	1.0008	1.0010	1.0007	N.G.	1.0006	1.0008	1.0010	1.0010
125-130	1.0007	N.G.	1.0008	1.0008	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9819	0.9338	N.G.	0.8469	N.G.	0.9959	0.9822
139-142	0.9361	0.8955	0.8484	0.8222				
BOUNDARY LAYER DUCT								
143-144	0.7973	0.7220						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1555.0	1601.9	1623.9	N.G.	1541.7	N.G.		
RAKE BULLET								
207-212	1396.9	1417.5	1427.7	1411.0	1385.6	N.G.		
TOP								
213-220	1972.6	1940.1	N.G.	1393.2	1375.1	1441.8	1461.5	1488.4
221-224	1513.5	1697.0	1699.3	1676.7				
SIDE								
225-232	2127.9	1836.5	1463.2	1247.0	1330.0	1389.3	1387.6	1397.5
233-236	1426.0	N.G.	1691.7	1755.8				
SPLITTER								
237-244	2132.7	N.G.	N.G.	1507.9	1484.1	1583.0	1575.3	1515.2
245	1504.2							
BOTTOM								
301-308	N.G.	1564.7	1581.8	1591.0	1586.1	1577.4	1632.2	1645.2
309	1644.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.213	N.G.	N.G.	N.G.	P.O.	-0.349	N.G.
318-320	N.G.	-0.209	-0.124					
NACELLE SIDE								
321-328	N.G.	0.082	-0.027	-0.140	-0.194	-0.257	-0.237	N.G.
329	-0.320							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.132			
CANOPY CENTER LINE								
335-342	0.534	-0.217	P.O.	P.O.	P.O.	P.O.	-0.051	0.150
CANOPY SIDE								
343-344	-0.046	0.173						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 13 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.13	-0.02	0.700	0.878	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2118.2	1633.8	1588.6	8.45	3.55	2.15	0.960

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9630	0.9881	0.9892	0.9175	1.0006	1.0010	1.0011	N.G.
109-116	1.0008	0.9581	1.0010	1.0012	1.0011	1.0016	1.0011	0.9988
117-124	1.0012	1.0013	1.0010	N.G.	1.0011	1.0013	1.0012	1.0012
125-130	1.0010	N.G.	1.0010	1.0011	1.0011	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9772	0.9297	N.G.	0.8455	N.G.	0.9954	0.9792
139-142	0.9319	0.8921	0.8468	0.8223				
BOUNDARY LAYER DUCT								
143-144	0.7996	0.7224						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1613.5	1652.4	1672.2	N.G.	1597.1	N.G.		
RAKE BULLET								
207-212	1470.3	1486.4	1496.6	1484.1	1463.0	N.G.		
TOP								
213-220	1938.4	1970.1	N.G.	1477.9	1461.8	1515.8	1530.4	1553.9
221-224	1573.9	1736.0	1738.3	1719.1				
SIDE								
225-232	2122.5	1878.9	1538.9	1352.6	1425.4	1461.5	1463.0	1474.0
233-236	1495.7	N.G.	1729.2	1789.1				
SPLITTER								
237-244	2132.1	N.G.	N. .	1559.0	1539.5	1629.8	1622.8	1568.8
245	1558.7							
BOTTOM								
301-308	N.G.	1629.6	1640.6	1645.2	1642.2	1632.7	1675.4	1688.2
309	1688.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.270	N.G.	N.G.	N.G.	P.O.	-0.355	N.G.
318-320	N.G.	-0.212	-0.126					
NACELLE SIDE								
321-328	N.G.	0.041	-0.047	-0.162	-0.213	-0.270	-0.244	N.G.
329	-0.325							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.128			
CANOPY CENTER LINE								
335-342	0.534	-0.218	P.O.	P.O.	P.O.	P.O.	-0.042	0.169
CANOPY SIDE								
343-344	-0.039	0.188						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 14 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.13	-0.02	0.697	0.765	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2124.1	1790.9	1764.9	6.06	2.54	1.87	0.839

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9858	0.9956	0.9975	0.9409	1.0006	1.0008	1.0010	N.G.
109-116	1.0008	0.9753	1.0008	1.0012	1.0011	1.0013	1.0008	0.9994
117-124	1.0011	1.0010	1.0008	N.G.	1.0008	1.0008	1.0010	1.0010
125-130	1.0007	N.G.	0.9995	1.0010	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9647	0.9153	N.G.	0.8435	N.G.	0.9925	0.9676
139-142	0.9180	0.8823	0.8445	0.8257				
BOUNDARY LAYER DUCT								
143-144	0.8063	0.7256						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1778.1	1804.3	1817.6	N.G.	1763.7	N.G.		
RAKE BULLET								
207-212	1684.9	1693.9	1701.8	1695.9	1681.8	N.G.		
TOP								
213-220	1795.9	2066.6	N.G.	1716.2	1695.9	1722.2	1725.0	1736.6
221-224	1748.7	1856.3	1858.2	1845.5				
SIDE								
225-232	2067.5	2008.2	1774.1	1645.9	1676.1	1683.2	1678.1	1684.9
233-236	1696.5	N.G.	1850.3	1894.4				
SPLITTER								
237-244	2132.1	N.G.	N.G.	1732.0	1721.6	1780.0	1775.5	1739.4
245	1731.5							
BOTTOM								
301-308	N.G.	1814.1	1807.2	1804.6	1799.7	1788.5	1814.1	1822.2
309	1822.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.469	N.G.	N.G.	N.G.	P.O.	-0.367	N.G.
318-320	N.G.	-0.213	-0.126					
NACELLE SIDE								
321-328	N.G.	-0.114	-0.151	-0.242	-0.279	-0.309	-0.263	N.G.
329	-0.330							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.108			
CANOPY CENTER LINE								
335-342	0.533	-0.216	P.O.	P.O.	P.O.	P.O.	-0.002	0.237
CANOPY SIDE								
343-344	-0.006	0.239						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 15 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.13	-0.02	0.698	0.582	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2129.8	1954.5	1941.1	2.68	1.38	1.43	0.638

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9976	0.9980	0.9999	0.9747	1.0011	1.0011	1.0010	N.G.
109-116	1.0011	0.9922	1.0013	1.0014	1.0011	1.0014	1.0012	0.9998
117-124	1.0010	1.0011	1.0011	N.G.	1.0008	1.0011	1.0011	1.0011
125-130	1.0011	N.G.	1.0008	1.0011	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9275	0.8812	N.G.	0.8357	N.G.	0.9693	0.9272
139-142	0.8833	0.8579	0.8349	0.8261				
BOUNDARY LAYER DUCT								
143-144	0.8056	0.7239						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1948.0	1961.9	1968.6	N.G.	1939.3	N.G.		
RAKE BULLET								
207-212	1900.9	1904.8	1906.5	1906.8	1896.6	N.G.		
TOP								
213-220	1549.9	2128.2	N.G.	1951.4	1922.6	1929.4	1925.7	1928.3
221-224	1933.1	1985.9	1988.4	1982.8				
SIDE								
225-232	1879.4	2120.0	2016.6	1929.4	1921.8	1913.9	1900.9	1907.7
233-236	1909.9	N.G.	1983.0	2007.3				
SPLITTER								
237-244	2133.0	N.G.	N.G.	1920.1	1913.9	1945.2	1942.7	1924.9
245	2131.0							
BOTTOM								
301-308	N.G.	2010.0	1985.4	1974.2	1966.5	1951.9	1963.2	1968.8
309	1968.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.351	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.217	-0.129					
NACELLE SIDE								
321-328	N.G.	-0.397	-0.325	-0.375	P.O.	-0.369	-0.276	N.G.
329	-0.341							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.071			
CANOPY CENTER LINE								
335-342	0.534	-0.213	P.O.	P.O.	P.O.	P.O.	0.069	0.322
CANOPY SIDE								
343-344	0.055	0.304						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 16 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.13	-0.02	0.699	0.335	0.51	0.57	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.956	2037.0	1979.9	1984.5	1.63	0.33	0.82	0.367

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9510	0.9483	0.9475	0.9534	0.9601	0.9575	0.9552	N.G.
109-116	0.9478	0.9531	0.9599	0.9587	0.9564	0.9534	0.9492	0.9527
117-124	0.9603	0.9600	0.9581	N.G.	0.9515	0.9538	0.9607	0.9604
125-130	0.9607	N.G.	0.9568	0.9568	0.9625	0.9631		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6904	0.6962	N.G.	0.7072	N.G.	0.6778	0.6832
139-142	0.6889	0.6949	0.7026	0.7072				
BOUNDARY LAYER DUCT								
143-144	0.7112	0.7033						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1976.6	1980.5	1983.3	N.G.	1979.1	N.G.		
RAKE BULLET								
207-212	1954.5	1957.9	1960.2	1955.4	1947.8	N.G.		
TOP								
213-220	1792.5	2023.7	N.G.	1703.0	1714.8	1778.6	1811.1	1839.3
221-224	1862.8	1959.6	1975.4	1983.0				
SIDE								
225-232	1956.5	1948.3	1773.5	1710.3	1784.3	1826.3	1847.0	1868.4
233-236	1887.6	N.G.	1968.9	1983.0				
SPLITTER								
237-244	1959.6	N.G.	N.G.	1955.1	1959.0	1972.9	1976.6	1970.3
245	1971.2							
BOTTOM								
301-308	N.G.	1739.6	1802.6	1841.4	1803.9	1929.4	1962.9	1972.7
309	1979.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.767	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.221	-0.130					
NACELLE SIDE								
321-328	N.G.	-0.365	-0.359	P.O.	P.O.	-0.375	-0.251	N.G.
329	-0.304							
CANOPY SIDE								
330-334	N.G.	-0.368	N.G.	N.G.	0.023			
CANOPY CENTER LINE								
335-342	0.539	-0.196	P.O.	P.O.	P.O.	-0.121	0.066	-0.024
CANOPY SIDE								
343-344	0.038	-0.164						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 17 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MU	M/M*	LP	RP	BP
0.11	-4.04	0.699	0.345	0.51	0.57	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2131.3	2073.6	2068.2	0.67	0.45	0.84	0.377

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9968	0.9976	0.9982	0.9944	1.0008	1.0008	1.0008	N.G.
109-116	1.0008	1.0007	1.0007	1.0011	1.0008	1.0011	1.0008	1.0010
117-124	0.9998	1.0008	1.0006	N.G.	1.0006	1.0006	1.0006	1.0007
125-130	1.0006	N.G.	1.0007	1.0006	1.0007	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8926	0.8683	N.G.	0.8399	N.G.	0.9469	0.8995
139-142	0.8614	0.8399	0.8279	0.8279				
BOUNDARY LAYER DUCT								
143-144	0.8183	0.7250						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2072.6	2076.2	2077.6	N.G.	2068.0	N.G.		
RAKE BULLET								
207-212	2055.6	2057.3	2058.4	2058.2	2048.6	N.G.		
TOP								
213-220	1391.8	2126.8	N.G.	2063.5	2041.2	2043.8	2042.9	2045.7
221-224	2048.8	2083.6	2084.1	2082.7				
SIDE								
225-232	1857.1	2131.0	2079.6	2033.0	2031.3	2031.3	2030.8	2034.2
233-236	2037.3	N.G.	2080.5	2089.2				
SPLITTER								
237-244	2129.6	N.G.	N.G.	2083.6	2075.4	2077.4	2071.4	2064.1
245	2131.0							
BOTTOM								
301-308	N.G.	2089.0	2069.4	2062.2	2057.8	2054.3	2070.9	2077.3
309	2077.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.412	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.245	-0.159					
NACELLE SIDE								
321-328	N.G.	-0.277	-0.224	-0.281	-0.296	-0.301	-0.233	N.G.
329	-0.318							
CANOPY SIDE								
330-334	N.G.	-0.219	N.G.	N.G.	-0.014			
CANOPY CENTER LINE								
335-342	0.569	-0.132	P.O.	P.O.	P.O.	P.O.	0.166	0.413
CANOPY SIDE								
343-344	0.144	0.402						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 18 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-4.04	0.699	0.588	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2133.7	1954.2	1940.8	2.35	1.36	1.44	0.644

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9915	0.9951	0.9940	0.9790	1.0024	1.0025	1.0023	N.G.
109-116	1.0023	1.0008	1.0023	1.0023	1.0020	1.0025	1.0023	1.0024
117-124	1.0020	1.0023	1.0023	N.G.	1.0020	1.0023	1.0019	1.0022
125-130	1.0022	N.G.	1.0019	1.0022	1.0022	1.0020		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9781	0.9352	N.G.	0.8634	N.G.	0.9973	0.9813
139-142	0.9367	0.8990	0.8599	0.8415				
BOUNDARY LAYER DUCT								
143-144	0.8173	0.7270						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1948.6	1962.2	1967.5	N.G.	1938.5	N.G.		
RAKE BULLET								
207-212	1899.5	1904.0	1907.7	1905.7	1895.0	N.G.		
TOP								
213-220	1695.6	2113.8	N.G.	1878.0	1859.7	1878.0	1882.0	1892.2
221-224	1903.2	1985.3	1987.0	1981.7				
SIDE								
225-232	2087.8	2022.6	1848.7	1776.4	1813.7	1833.4	1844.2	1853.2
233-236	1866.2	N.G.	1979.7	2003.4				
SPLITTER								
237-244	2135.3	N.G.	N.G.	1950.6	1935.6	1955.4	1945.8	1924.3
245	2133.0							
BOTTOM								
301-308	N.G.	1918.6	1914.8	1916.3	1916.6	1926.3	1957.3	1969.5
309	1970.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.640	N.G.	N.G.	N.G.	P.O.	-0.368	N.G.
318-320	N.G.	-0.237	-0.154					
NACELLE SIDE								
321-328	N.G.	0.059	-0.000	-0.109	-0.158	-0.222	-0.207	N.G.
329	-0.301							
CANOPY SIDE								
330-334	N.G.	-0.222	N.G.	N.G.	-0.066			
CANOPY CENTER LINE								
335-342	0.567	-0.136	P.O.	P.O.	P.O.	P.O.	0.058	0.350
CANOPY SIDE								
343-344	0.055	0.351						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 19 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-4.04	0.702	0.774	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2125.8	1781.9	1756.1	5.15	2.66	1.90	0.846

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9673	0.9808	0.9743	0.9507	1.0018	1.0019	1.0018	N.G.
109-116	1.0018	0.9958	1.0016	1.0020	1.0018	1.0020	1.0017	1.0014
117-124	1.0018	1.0019	1.0019	N.G.	1.0018	1.0019	1.0018	1.0018
125-130	1.0017	N.G.	1.0020	1.0019	1.0018	1.0020		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9941	0.9626	N.G.	0.8693	N.G.	0.9989	0.9952
139-142	0.9647	0.9231	0.8701	0.8403				
BOUNDARY LAYER DUCT								
143-144	0.8088	0.7238						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1769.9	1795.9	1809.1	N.G.	1752.7	N.G.		
RAKE BULLET								
207-212	1673.6	1683.8	1691.7	1684.3	1670.2	N.G.		
TOP								
213-220	1938.5	1991.0	N.G.	1569.7	1572.0	1627.6	1650.2	1676.7
221-224	1697.9	1849.0	1850.7	1839.6				
SIDE								
225-232	2133.8	1797.3	1474.0	1371.5	1465.8	1559.0	1579.9	1596.3
233-236	1624.5	N.G.	1839.1	1880.6				
SPLITTER								
237-244	2135.3	N.G.	N.G.	1762.0	1738.0	1784.0	1771.6	1731.2
245	1721.6							
BOTTOM								
301-308	N.G.	1685.4	1703.8	1718.3	1720.4	1741.6	1797.1	1818.1
309	1816.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.204	N.G.	N.G.	N.G.	-0.359	-0.353	N.G.
318-320	N.G.	-0.239	-0.156					
NACELLE SIDE								
321-328	N.G.	0.280	0.149	0.009	-0.061	-0.162	-0.182	N.G.
329	-0.294							
CANOPY SIDE								
330-334	N.G.	-0.231	N.G.	N.G.	-0.106			
CANOPY CENTER LINE								
335-342	0.566	-0.142	P.O.	P.O.	P.O.	P.O.	-0.017	0.239
CANOPY SIDE								
343-344	-0.007	0.260						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 20 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-4.04	0.701	0.881	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.992	2116.6	1625.0	1580.1	7.98	3.27	2.16	0.964

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9452	0.9517	0.9589	0.9229	1.0016	1.0017	1.0016	N.G.
109-116	1.0016	0.9752	1.0017	1.0020	1.0017	1.0020	1.0016	1.0018
117-124	1.0018	1.0019	1.0016	N.G.	1.0016	1.0020	1.0016	1.0018
125-130	1.0016	N.G.	1.0019	1.0019	1.0016	1.0018		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9972	0.9746	N.G.	0.8734	N.G.	0.9991	0.9978
139-142	0.9768	0.9362	0.8764	0.8397				
BOUNDARY LAYER DUCT								
143-144	0.8012	0.7238						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1605.9	1645.4	1658.9	N.G.	1589.8	N.G.		
RAKE BULLET								
207-212	1458.5	1475.1	1488.4	1472.9	1452.5	N.G.		
TOP								
213-220	2040.1	1860.0	N.G.	1271.8	1271.6	1390.1	1435.6	1477.9
221-224	1510.4	1726.1	1727.5	1709.5				
SIDE								
225-232	2129.3	1638.6	1204.9	961.2	1037.8	1320.7	1356.8	1380.0
233-236	1421.8	N.G.	1716.8	1765.1				
SPLITTER								
237-244	2135.5	N.G.	N.G.	1589.2	1556.7	1632.4	1617.7	1558.7
245	1548.8							
BOTTOM								
301-308	N.G.	1444.1	1497.8	1532.6	1538.8	1573.6	1659.5	1681.0
309	1676.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.039	N.G.	N.G.	N.G.	-0.317	-0.338	N.G.
318-320	N.G.	-0.235	-0.154					
NACELLE SIDE								
321-328	N.G.	0.388	0.228	0.073	-0.006	-0.125	-0.162	N.G.
329	-0.286							
CANOPY SIDE								
330-334	N.G.	-0.233	N.G.	N.G.	-0.124			
CANOPY CENTER LINE								
335-342	0.565	-0.145	P.O.	P.O.	P.O.	P.O.	-0.057	0.161
CANOPY SIDE								
343-344	-0.039	0.206						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 21 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-4.04	0.700	0.905	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.990	2111.4	1574.3	1520.1	8.93	3.50	2.22	0.991

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9308	0.9256	0.9529	0.9138	1.0016	1.0018	1.0013	N.G.
109-116	1.0014	0.9661	1.0018	1.0017	1.0018	1.0022	1.0016	1.0013
117-124	1.0017	1.0019	1.0016	N.G.	1.0018	1.0018	1.0020	1.0017
125-130	1.0016	N.G.	1.0018	1.0019	1.0018	1.0018		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9979	0.9769	N.G.	0.8745	N.G.	0.9992	0.9980
139-142	0.9792	0.9394	0.8782	0.8400				
BOUNDARY LAYER DUCT								
143-144	0.7984	0.7234						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1553.1	1596.3	1610.9	N.G.	1537.0	N.G.		
RAKE BULLET								
207-212	1387.3	1405.7	1416.7	1401.4	1376.6	N.G.		
TOP								
213-220	2061.0	1825.0	N.G.	1178.4	1135.5	1293.6	1361.9	1412.2
221-224	1450.3	1687.2	1687.7	1667.4				
SIDE								
225-232	2125.4	1605.9	1155.8	851.4	889.8	1184.6	1282.8	1323.5
233-236	1368.1	N.G.	1678.1	1727.3				
SPLITTER								
237-244	2136.1	N.G.	N.G.	1534.7	1497.4	1584.4	1569.1	1503.6
245	1494.6							
BOTTOM								
301-308	N.G.	1352.8	1421.9	1465.6	1474.8	1520.9	1616.3	1637.3
309	1631.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.002	N.G.	N.G.	N.G.	-0.305	-0.333	N.G.
318-320	N.G.	-0.234	-0.154					
NACELLE SIDE								
321-328	N.G.	0.411	0.248	0.089	0.007	-0.115	-0.156	N.G.
329	-0.284							
CANOPY SIDE								
330-334	N.G.	-0.233	N.G.	N.G.	-0.129			
CANOPY CENTER LINE								
335-342	0.565	-0.145	P.O.	P.O.	P.O.	P.O.	-0.066	0.141
CANOPY SIDE								
343-344	-0.046	0.193						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 12 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	3.99	0.699	0.910	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2127.1	1588.0	1535.7	6.89	4.04	2.23	0.997

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9613	0.9964	1.0001	0.9329	1.0008	1.0011	1.0011	N.G.
109-116	1.0010	0.9959	1.0012	1.0011	1.0013	1.0016	1.0011	1.0013
117-124	1.0012	1.0013	1.0010	N.G.	1.0013	1.0013	1.0013	1.0013
125-130	1.0011	N.G.	1.0013	1.0013	1.0011	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9984	0.9784	N.G.	0.8730	N.G.	0.9993	0.9991
139-142	0.9820	0.9424	0.8801	0.8412				
BOUNDARY LAYER DUCT								
143-144	0.7997	0.7246						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1563.4	1607.7	1633.4	N.G.	1547.6	N.G.		
RAKE BULLET								
207-212	1404.7	1425.0	1436.6	1419.7	1394.2	N.G.		
TOP								
213-220	1995.4	1926.8	N.G.	1458.9	1464.5	1523.8	1532.3	1547.0
221-224	1560.8	1706.8	1707.9	1683.9				
SIDE								
225-232	1911.2	2073.0	1828.8	1611.4	1581.7	1551.5	1515.4	1505.2
233-236	1508.3	N.G.	1700.3	1771.7				
SPLITTER								
237-244	2133.7	N.G.	N.G.	1482.6	1469.6	1583.1	1580.3	1523.8
245	1512.5							
BOTTOM								
301-308	N.G.	1685.1	1694.0	1689.2	1679.2	1629.3	1649.0	1654.9
309	1655.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.151	N.G.	N.G.	N.G.	-0.352	-0.352	N.G.
318-320	N.G.	-0.241	-0.165					
NACELLE SIDE								
321-328	N.G.	-0.712	-0.582	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.352							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.185			
CANOPY CENTER LINE								
335-342	0.565	-0.135	P.O.	P.O.	P.O.	P.O.	-0.065	0.141
CANOPY SIDE								
343-344	-0.075	0.133						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 23 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	3.99	0.700	0.881	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2128.0	1640.6	1596.6	6.25	3.69	2.16	0.964

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9694	0.9976	1.0004	0.9390	1.0007	1.0011	1.0011	N.G.
109-116	1.0008	0.9963	1.0008	1.0011	1.0011	1.0013	1.0007	1.0012
117-124	1.0011	1.0012	1.0008	N.G.	1.0010	1.0011	1.0011	1.0007
125-130	1.0008	N.G.	1.0011	1.0011	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9981	0.9764	N.G.	0.8718	N.G.	0.9993	0.9988
139-142	0.9806	0.9405	0.8794	0.8426				
BOUNDARY LAYER DUCT								
143-144	0.8021	0.7246						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1619.0	1658.0	1682.0	N.G.	1603.5	N.G.		
RAKE BULLET								
207-212	1478.7	1495.6	1505.2	1493.1	1473.0	N.G.		
TOP								
213-220	1965.2	1958.1	N.G.	1528.9	1530.9	1582.3	1588.8	1601.8
221-224	1614.2	1744.1	1745.2	1723.7				
SIDE								
225-232	1873.1	2091.9	1875.4	1676.3	1643.8	1613.6	1579.7	1567.3
233-236	1569.6	N.G.	1740.4	1803.4				
SPLITTER								
237-244	2134.0	N.G.	N.G.	1540.8	1529.8	1631.4	1628.6	1577.8
245	1566.8							
BOTTOM								
301-308	N.G.	1734.2	1735.5	1731.4	1720.6	1675.4	1691.5	1697.3
309	1698.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.186	N.G.	N.G.	N.G.	-0.361	-0.354	N.G.
318-320	N.G.	-0.241	-0.166					
NACELLE SIDE								
321-328	N.G.	-0.788	-0.633	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.354							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.180			
CANOPY CENTER LINE								
335-342	0.565	-0.134	P.O.	P.O.	P.O.	P.O.	-0.055	0.160
CANOPY SIDE								
343-344	-0.067	0.149						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 24 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	3.98	0.700	0.770	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2131.4	1793.8	1768.0	4.07	2.62	1.89	0.842

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9859	0.9993	1.0004	0.9609	1.0007	1.0010	1.0010	N.G.
109-116	1.0008	0.9989	1.0008	1.0012	1.0011	1.0016	1.0008	1.0012
117-124	1.0010	1.0011	1.0008	N.G.	1.0010	1.0011	1.0011	1.0011
125-130	1.0007	N.G.	1.0010	1.0008	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9960	0.9649	N.G.	0.8681	N.G.	0.9994	0.9976
139-142	0.9715	0.9307	0.8761	0.8452				
BOUNDARY LAYER DUCT								
143-144	0.8106	0.7251						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1780.2	1807.0	1822.0	N.G.	1766.1	N.G.		
RAKE BULLET								
207-212	1687.9	1697.2	1704.8	1699.2	1684.8	N.G.		
TOP								
213-220	1811.0	2057.8	N.G.	1758.8	1747.2	1770.1	1768.4	1775.1
221-224	1780.2	1860.1	1861.2	1847.7				
SIDE								
225-232	1693.5	2133.7	2020.2	1878.5	1836.1	1806.2	1776.5	1764.1
233-236	1761.0	N.G.	1857.3	1901.3				
SPLITTER								
237-244	2133.2	N.G.	N.G.	1703.7	1702.0	1775.1	1775.1	1741.5
245	1734.8							
BOTTOM								
301-308	N.G.	1879.2	1870.0	1864.1	1855.4	1821.2	1823.7	1827.0
309	1826.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.358	N.G.	N.G.	N.G.	P.O.	-0.371	N.G.
318-320	N.G.	-0.245	-0.168					
NACELLE SIDE								
321-328	N.G.	-1.027	-0.802	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.356							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.163			
CANOPY CENTER LINE								
335-342	0.565	-0.133	P.O.	P.O.	P.O.	P.O.	-0.018	0.235
CANOPY SIDE								
343-344	-0.034	0.211						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 25 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	3.98	0.700	0.587	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.7	1955.8	1942.8	1.52	1.47	1.44	0.642

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9989	1.0001	1.0007	0.9862	1.0007	1.0011	1.0008	N.G.
109-116	1.0008	1.0004	1.0010	1.0013	1.0011	1.0014	1.0010	1.0014
117-124	1.0010	1.0011	1.0010	N.G.	1.0010	1.0011	1.0010	1.0010
125-130	1.0008	N.G.	1.0010	1.0011	1.0010	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9822	0.9352	N.G.	0.8593	N.G.	0.9988	0.9873
139-142	0.9441	0.9065	0.8655	0.8467				
BOUNDARY LAYER DUCT								
143-144	0.8152	0.7254						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1949.1	1963.7	1970.8	N.G.	1939.5	N.G.		
RAKE BULLET								
207-212	1902.2	1905.9	1906.4	1909.0	1897.4	N.G.		
TOP								
213-220	1535.4	2118.2	N.G.	1981.8	1957.8	1962.0	1956.4	1955.3
221-224	1953.9	1988.9	1990.0	1981.8				
SIDE								
225-232	1968.5	2116.8	2120.7	2061.7	2021.3	1993.1	1970.8	1963.2
233-236	1956.4	N.G.	1988.3	2011.2				
SPLITTER								
237-244	2133.7	N.G.	N.G.	1893.2	1897.1	1938.9	1941.7	1925.1
245	1921.1							
BOTTOM								
301-308	N.G.	2030.1	2013.0	2004.8	1997.7	1975.1	1971.3	1971.8
309	1971.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.340	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.252	-0.172					
NACELLE SIDE								
321-328	N.G.	-1.377	-1.129	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.364							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.130			
CANOPY CENTER LINE								
335-342	0.566	-0.131	P.O.	P.O.	P.O.	P.O.	0.053	0.345
CANOPY SIDE								
343-344	0.026	0.299						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 26 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	M0	M/M*	LP	RP	BP
0.10	3.98	0.699	0.346	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/M0
1.001	2135.5	2077.2	2072.7	0.29	0.41	0.85	0.379

TOTAL PRESSURE RATIOS, PT/PT0

INLET RAKE								
101-108	0.9994	1.0007	0.9993	0.9984	1.0006	1.0012	1.0010	N.G.
109-116	1.0007	1.0010	1.0008	1.0013	1.0011	1.0013	1.0008	1.0013
117-124	1.0011	1.0012	1.0010	N.G.	1.0010	1.0010	1.0008	1.0011
125-130	1.0006	N.G.	1.0008	1.0011	1.0008	0.9996		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8975	0.8601	N.G.	0.8315	N.G.	0.9382	0.
139-142	0.8574	0.8404	0.8292	0.8278				
BOUNDARY LAYER DUCT								
143-144	0.8181	0.7254						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2076.1	2080.4	2080.6	N.G.	2071.9	N.G.		
RAKE BULLET								
207-212	2060.6	2062.6	2063.1	2062.8	2053.0	N.G.		
TOP								
213-220	1207.6	2079.8	N.G.	2106.6	2092.8	2091.1	2086.8	2085.2
221-224	2083.7	2088.8	2088.3	2086.6				
SIDE								
225-232	1005.2	1992.0	2116.2	2135.7	2125.2	2114.0	2104.6	2097.6
233-236	2092.8	N.G.	2090.0	2096.7				
SPLITTER								
237-244	2133.4	N.G.	N.G.	2047.9	2052.4	2068.8	2071.3	2067.1
245	2066.5							
BOTTOM								
301-308	N.G.	2118.9	2112.0	2107.4	2102.5	2089.5	2083.6	2082.6
309	2082.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.477	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.254	-0.173					
NACELLE SIDE								
321-328	N.G.	-1.131	-1.108	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.343							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.059			
CANOPY CENTER LINE								
335-342	0.566	-0.126	P.O.	P.O.	P.O.	P.O.	0.176	0.409
CANOPY SIDE								
343-344	0.139	0.331						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 27 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.12	8.02	0.700	0.341	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.9	2078.4	2072.9	0.25	0.52	0.83	0.373

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9998	1.0011	1.0011	0.9986	0.9994	1.0011	1.0010	N.G.
109-116	1.0007	1.0008	1.0005	1.0011	1.0005	1.0010	1.0005	1.0008
117-124	1.0005	1.0004	1.0005	N.G.	1.0002	1.0004	1.0004	1.0004
125-130	1.0001	N.G.	1.0002	1.0001	1.0000	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9438	0.8991	N.G.	0.8516	N.G.	0.9915	0.9581
139-142	0.9087	0.8805	0.8557	0.8500				
BOUNDARY LAYER DUCT								
143-144	0.8122	0.7209						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2076.1	2081.2	2083.7	N.G.	2072.7	N.G.		
RAKE BULLET								
207-212	2060.9	2062.6	2063.7	2062.8	2053.5	N.G.		
TOP								
213-220	1091.3	2031.2	N.G.	2111.7	2104.6	2103.2	2099.0	2097.0
221-224	2094.8	2089.1	2088.0	2086.6				
SIDE								
225-232	1021.5	1861.5	2057.8	2129.8	2136.3	2129.8	2121.9	2114.0
233-236	2108.0	N.G.	2091.4	2097.3				
SPLITTER								
237-244	2121.9	N.G.	N.G.	2028.4	2038.3	2064.3	2068.8	2066.0
245	2134.0							
BOTTOM								
301-308	N.G.	2104.6	2105.6	2105.1	2103.0	2095.4	2085.1	2081.6
309	2080.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.481	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.321	-0.232					
NACELLE SIDE								
321-328	N.G.	-0.890	-0.903	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.118			
CANOPY CENTER LINE								
335-342	0.536	-0.134	P.O.	P.O.	P.O.	P.O.	0.160	0.437
CANOPY SIDE								
343-344	0.117	0.331						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 28 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE.

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.12	8.02	0.701	0.584	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.8	1957.7	1945.0	0.66	1.49	1.43	0.639

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9982	1.0006	1.0011	0.9945	1.0000	1.0008	1.0011	N.G.
109-116	1.0007	1.0008	1.0008	1.0010	1.0007	1.0011	1.0007	1.0010
117-124	1.0007	1.0011	1.0008	N.G.	1.0005	1.0007	1.0004	1.0005
125-130	1.0004	N.G.	1.0001	1.0006	1.0005	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9883	0.9554	N.G.	0.8641	N.G.	0.9983	0.9967
139-142	0.9662	0.9233	0.8704	0.8433				
BOUNDARY LAYER DUCT								
143-144	0.8021	0.7205						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1951.6	1965.4	1973.1	N.G.	1941.2	N.G.		
RAKE BULLET								
207-212	1904.2	1908.4	1914.0	1910.	1899.4	N.G.		
TOP								
213-220	1408.6	2097.6	N.G.	2019.9	1999.9	1998.8	1989.2	1985.5
221-224	1982.1	1992.0	1991.1	1985.5				
SIDE								
225-232	1029.2	2032.9	2134.0	2117.1	2077.8	2049.6	2026.4	2006.1
233-236	1994.2	N.G.	1992.0	2012.9				
SPLITTER								
237-244	2122.1	N.G.	N.G.	1861.0	1878.2	1931.0	1938.0	1924.5
245	1922.8							
BOTTOM								
301-308	N.G.	2043.7	2032.2	2025.8	2019.4	1994.8	1977.2	1973.1
309	1972.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.574	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.313	-0.237					
NACELLE SIDE								
321-328	N.G.	-1.073	-1.061	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.354							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.194			
CANOPY CENTER LINE								
335-342	0.535	-0.139	P.O.	P.O.	P.O.	P.O.	0.041	0.338
CANOPY SIDE								
343-344	0.004	0.281						

READ TUBES HORIZONTALLY AND CONSECUTIVE.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN V/L-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 29 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.12	8.02	0.700	0.763	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2131.2	1800.8	1775.6	2.47	2.65	1.87	0.835

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9905	1.0000	1.0002	0.9755	0.9994	1.0001	1.0001	N.G.
109-116	1.0000	1.0000	0.9999	1.0000	0.9999	1.0002	0.9999	1.0000
117-124	0.9999	1.0001	0.9999	N.G.	1.0000	1.0000	0.9999	1.0000
125-130	0.9996	N.G.	0.9999	1.0000	0.9999	0.9999		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9982	0.9768	N.G.	0.8694	N.G.	0.9969	0.9977
139-142	0.9817	0.9395	0.8731	0.8315				
BOUNDARY LAYER DUCT								
143-144	0.7881	0.7101						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1786.7	1814.1	1829.3	N.G.	1772.9	N.G.		
RAKE BULLET								
207-212	1697.5	1706.8	1713.6	1707.9	1693.8	N.G.		
TOP								
213-220	1708.5	2066.2	N.G.	1831.6	1816.4	1829.6	1821.4	1821.2
221-224	1820.6	1866.3	1866.6	1853.6				
SIDE								
225-232	1298.2	2120.7	2115.4	2012.3	1946.8	1902.5	1864.9	1837.0
233-236	1823.1	N.G.	1866.0	1907.3				
SPLITTER								
237-244	2127.5	N.G.	N.G.	1673.5	1685.9	1771.5	1778.2	1747.5
245	1742.4							
BOTTOM								
301-308	N.G.	1928.6	1913.8	1907.9	1897.4	1854.2	1835.5	1834.7
309	1831.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.516	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.308	-0.236					
NACELLE SIDE								
321-328	N.G.	-1.493	-1.341	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.358							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.237			
CANOPY CENTER LINE								
335-342	0.533	-0.145	P.O.	P.O.	P.O.	P.O.	-0.035	0.218
CANOPY SIDE								
343-344	-0.067	0.180						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 30 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.12	8.02	0.700	0.877	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2128.6	1648.6	1607.2	5.04	3.71	2.15	0.959

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9829	1.0001	1.0005	0.9507	1.0001	1.0010	1.0007	N.G.
109-116	1.0001	0.9989	1.0001	1.0004	1.0000	1.0004	1.0000	1.0004
117-124	1.0000	1.0001	1.0000	N.G.	0.9998	0.9998	0.9996	0.9996
125-130	0.9993	N.G.	0.9992	0.9996	0.9994	0.9996		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9984	0.9820	N.G.	0.8678	N.G.	0.9953	0.9961
139-142	0.9824	0.9396	0.6661	0.8163				
BOUNDARY LAYER DUCT								
143-144	0.7651	0.7024						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1625.5	1666.4	1690.7	N.G.	1611.7	N.G.		
RAKE BULLET								
207-212	1490.8	1507.2	1520.5	1505.2	1485.4	N.G.		
TOP								
213-220	1870.3	1988.3	N.G.	1642.4	1639.0	1670.7	1660.8	1666.7
221-224	1670.7	1751.7	1752.5	1731.4				
SIDE								
225-232	1486.0	2134.6	2050.7	1885.8	1807.9	1753.7	1708.2	1670.9
233-236	1654.9	N.G.	1750.0	1810.1				
SPLITTER								
237-244	2130.3	N.G.	N.G.	1506.9	1510.0	1627.7	1631.4	1585.4
245	1575.8							
BOTTOM								
301-308	N.G.	1812.5	1805.3	1798.9	1783.8	1722.4	1705.0	1704.0
309	1704.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.340	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.305	-0.235					
NACELLE SIDE								
321-328	N.G.	-1.550	-1.411	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.350							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.257			
CANOPY CENTER LINE								
335-342	0.533	-0.146	P.O.	P.O.	P.O.	P.O.	-0.070	0.150
CANOPY SIDE								
343-344	-0.100	0.113						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 31 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.12	8.02	0.698	0.912	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2127.2	1585.5	1534.1	6.01	4.18	2.23	0.999

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9772	0.9998	1.0006	0.9407	1.0000	1.0006	1.0006	N.G.
109-116	1.0000	0.9976	1.0000	1.0001	1.0000	1.0002	0.9999	1.0001
117-124	1.0000	1.0001	0.9999	N.G.	0.9998	0.9996	0.9996	0.9996
125-130	0.9994	N.G.	0.9996	0.9996	0.9994	0.9998		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9984	0.9836	N.G.	0.8676	N.G.	0.9946	0.9956
139-142	0.9822	0.9392	0.8633	0.8102				
BOUNDARY LAYER DUCT								
143-144	0.7573	0.7015						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1558.3	1606.3	1633.1	N.G.	1544.2	N.G.		
RAKE BULLET								
207-212	1402.7	1422.8	1436.6	1417.1	1391.4	N.G.		
TOP								
213-220	1925.3	1947.1	N.G.	1551.5	1553.2	1596.7	1589.9	1595.6
221-224	1600.4	1706.0	1707.4	1682.2				
SIDE								
225-232	1560.5	2134.3	2014.6	1823.4	1741.5	1683.1	1632.3	1592.5
233-236	1577.8	N.G.	1702.9	1772.9				
SPLITTER								
237-244	2134.0	N.G.	N.G.	1450.7	1445.3	1574.9	1576.1	1519.6
245	1510.0							
BOTTOM								
301-308	N.G.	1756.4	1754.4	1746.7	1732.1	1661.5	1651.3	1651.3
309	1652.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.287	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.305	-0.234					
NACELLE SIDE								
321-328	N.G.	-1.525	-1.374	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.362							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.257			
CANOPY CENTER LINE								
335-342	0.531	-0.148	P.O.	P.O.	P.O.	P.O.	-0.083	0.122
CANOPY SIDE								
343-344	-0.113	0.085						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 32 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	-7.98	0.700	0.888	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.960	2047.7	1506.5	1461.2	19.76	3.43	2.18	0.972

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9176	0.8122	0.8112	0.9286	1.0010	1.0010	0.9982	N.G.
109-116	0.8371	0.9567	1.0004	1.0005	1.0001	0.8680	0.8850	0.9928
117-124	1.0002	1.0005	1.0000	N.G.	0.9342	0.9995	1.0001	1.0000
125-130	0.9987	N.G.	0.9775	0.9995	1.0000	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9956	0.9810	N.G.	0.8745	N.G.	0.9964	0.9960
139-142	0.9818	0.9396	0.8741	0.8316				
BOUNDARY LAYER DUCT								
143-144	0.7605	0.7016						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1482.7	1533.6	1540.1	N.G.	1469.8	N.G.		
RAKE BULLET								
207-212	1291.3	1353.4	1369.8	1319.0	1300.9	N.G.		
TOP								
213-220	2038.1	1789.1	N.G.	1152.4	1032.4	1213.1	1300.1	1340.4
221-224	1362.5	1536.4	1538.4	1577.6				
SIDE								
225-232	2007.9	1427.4	1074.2	1102.7	1226.4	1223.6	1245.6	1195.9
233-236	1207.2	N.G.	1477.7	1562.9				
SPLITTER								
237-244	2135.0	N.G.	N.G.	1416.4	1345.2	1436.4	1407.1	1330.3
245	1379.1							
BOTTOM								
301-308	N.G.	1191.4	1304.7	1362.8	1388.6	1417.0	1452.6	1462.0
309	1498.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.020	N.G.	N.G.	N.G.	-0.347	-0.372	N.G.
318-320	N.G.	-0.282	-0.207					
NACELLE SIDE								
321-328	N.G.	0.648	0.370	0.238	0.176	0.051	-0.057	N.G.
329	-0.249							
CANOPY SIDE								
330-334	N.G.	-0.167	N.G.	N.G.	-0.144			
CANOPY CENTER LINE								
335-342	0.532	-0.165	P.O.	P.O.	P.O.	P.O.	-0.083	0.127
CANOPY SIDE								
343-344	-0.050	0.212						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 33 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	-7.98	0.700	0.645	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.967	2063.7	1606.1	1567.5	15.59	3.16	2.07	0.925

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9285	0.8488	0.8493	0.9403	0.9990	0.9992	0.9962	N.G.
109-116	0.8740	0.9650	0.9989	0.9992	0.9986	0.8861	0.9164	0.9930
117-124	0.9990	0.9996	0.9987	N.G.	0.9555	0.9988	0.9990	0.9990
125-130	0.9978	N.G.	0.9855	0.9989	0.9989	0.9989		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9953	0.9795	N.G.	0.8751	N.G.	0.9965	0.9956
139-142	0.9794	0.9365	0.8733	0.8328				
BOUNDARY LAYER DUCT								
143-144	0.7686	0.7036						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1588.3	1628.4	1636.3	N.G.	1571.1	N.G.		
RAKE BULLET								
207-212	1430.6	1474.8	1477.1	1450.3	1437.6	N.G.		
TOP								
213-220	2026.8	1818.7	N.G.	1198.4	1161.4	1330.8	1375.5	1416.7
221-224	1449.7	1646.5	1649.1	1668.0				
SIDE								
225-232	2031.6	1401.4	1032.4	1094.5	1249.2	1241.3	1245.6	1263.9
233-236	1294.1	N.G.	1599.4	1664.9				
SPLITTER								
237-244	2135.3	N.G.	N.G.	1568.9	1508.2	1573.7	1543.2	1474.3
245	1496.9							
BOTTOM								
301-308	N.G.	1249.7	1373.3	1426.7	1454.9	1496.8	1564.9	1584.8
309	1605.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.049	N.G.	N.G.	N.G.	-0.355	P.O.	N.G.
318-320	N.G.	-0.283	-0.207					
NACELLE SIDE								
321-328	N.G.	0.678	0.489	0.331	0.235	0.074	-0.048	N.G.
329	-0.246							
CANOPY SIDE								
330-334	N.G.	-0.154	N.G.	N.G.	-0.136			
CANOPY CENTER LINE								
335-342	0.532	-0.165	P.O.	P.O.	P.O.	P.O.	-0.071	0.153
CANOPY SIDE								
343-344	-0.040	0.230						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 34 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	-7.98	0.698	0.760	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.990	2111.3	1779.6	1752.1	8.06	2.17	1.86	0.833

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9692	0.9400	0.9212	0.9640	1.0010	1.0010	1.0007	N.G.
109-116	0.9584	0.9864	1.0006	1.0008	1.0006	0.9811	0.9915	1.0005
117-124	1.0007	1.0007	1.0008	N.G.	1.0001	1.0008	1.0010	1.0010
125-130	1.0007	N.G.	1.0007	1.0007	1.0006	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9955	0.9748	N.G.	0.8756	N.G.	0.9969	0.9951
139-142	0.9727	0.9283	0.8705	0.8358				
BOUNDARY LAYER DUCT								
143-144	0.7887	0.7100						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1768.5	1795.3	1800.1	N.G.	1754.4	N.G.		
RAKE BULLET								
207-212	1669.1	1678.7	1684.9	1679.5	1667.4	N.G.		
TOP								
213-220	1970.9	1923.2	N.G.	1446.9	1459.0	1551.4	1590.6	1625.9
221-224	1654.7	1834.6	1835.4	1830.6				
SIDE								
225-232	2062.7	1473.1	1079.8	1127.6	1263.1	1401.4	1477.1	1538.1
233-236	1581.6	N.G.	1806.9	1841.9				
SPLITTER								
237-244	2135.0	N.G.	N.G.	1791.6	1754.9	1788.3	1764.5	1720.5
245	1713.1							
BOTTOM								
301-308	N.G.	1491.7	1564.4	1603.5	1628.3	1695.6	1775.1	1794.6
309	1796.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.147	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.286	-0.208					
NACELLE SIDE								
321-328	N.G.	0.642	0.462	0.299	0.206	0.053	-0.059	N.G.
329	-0.250							
CANOPY SIDE								
330-334	N.G.	-0.151	N.G.	N.G.	-0.120			
CANOPY CENTER LINE								
335-342	0.532	-0.163	P.O.	P.O.	P.O.	P.O.	-0.037	0.221
CANOPY SIDE								
343-344	-0.015	0.268						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 35 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	-7.98	0.699	0.584	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2126.9	1949.4	1934.5	3.46	1.25	1.43	0.640

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9849	0.9844	0.9663	0.9801	1.0006	1.0006	1.0005	N.G.
109-116	0.9987	0.9983	1.0005	1.0007	1.0006	1.0007	1.0002	1.0008
117-124	1.0004	1.0007	1.0004	N.G.	1.0006	1.0006	1.0004	1.0006
125-130	1.0004	N.G.	1.0004	1.0007	0.9996	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9916	0.9548	N.G.	0.8712	N.G.	0.9965	0.9876
139-142	0.9498	0.9061	0.8604	0.8370				
BOUNDARY LAYER DUCT								
143-144	0.8032	0.7216						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1944.4	1957.7	1961.0	N.G.	1934.5	N.G.		
RAKE BULLET								
207-212	1892.2	1896.4	1896.4	1896.	1890.2	N.G.		
TOP								
213-220	1767.1	2077.9	N.G.	1791.9	1778.7	1813.9	1829.2	1849.2
221-224	1868.4	1977.7	1980.8	1976.9				
SIDE								
225-232	2127.1	1751.5	1508.7	1515.5	1675.3	1718.5	1736.0	1784.0
233-236	1810.8	N.G.	1968.1	1987.0				
SPLITTER								
237-244	2129.9	N.G.	N.G.	1973.5	1947.2	1961.0	1943.5	1919.8
245	1913.0							
BOTTOM								
301-308	N.G.	1812.5	1830.1	1841.9	1850.3	1886.7	1941.7	1958.0
309	1959.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.384	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.290	-0.210					
NACELLE SIDE								
321-328	N.G.	0.501	0.351	0.205	0.124	-0.006	-0.090	N.G.
329	-0.260							
CANOPY SIDE								
330-334	N.G.	-0.147	N.G.	N.G.	-0.084			
CANOPY CENTER LINE								
335-342	0.534	-0.158	P.O.	P.O.	P.O.	P.O.	0.036	0.335
CANOPY SIDE								
343-344	0.043	0.356						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 36 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.10	-7.98	0.700	0.346	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2133.5	2075.3	2070.0	0.95	0.40	0.85	0.378

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9963	0.9963	0.9921	0.9936	1.0011	1.0011	1.0010	N.G.
109-116	1.0008	1.0011	1.0011	1.0013	1.0011	1.0016	1.0011	1.0014
117-124	1.0013	1.0014	1.0012	N.G.	1.0012	1.0013	1.0013	1.0016
125-130	1.0011	N.G.	1.0013	1.0012	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9432	0.8952	N.G.	0.8543	N.G.	0.9746	0.9293
139-142	0.8846	0.8556	0.8385	0.8396				
BOUNDARY LAYER DUCT								
143-144	0.8117	0.7199						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2073.7	2077.9	2079.1	N.G.	2070.6	N.G.		
RAKE BULLET								
207-212	2057.9	2058.7	2059.9	2060.7	2050.0	N.G.		
TOP								
213-220	1432.5	2131.0	N.G.	2048.6	2024.9	2030.2	2032.2	2036.7
221-224	2041.8	2086.1	2087.0	2085.8				
SIDE								
225-232	2096.0	2062.1	1958.2	1933.4	1963.6	1989.3	1992.7	2010.7
233-236	2020.9	N.G.	2079.6	2090.4				
SPLITTER								
237-244	2131.9	N.G.	N.G.	2096.0	2085.3	2086.4	2078.5	2070.0
245	2133.0							
BOTTOM								
301-308	N.G.	2045.0	2033.2	2030.9	2031.4	2043.5	2069.1	2075.4
309	2078.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.413	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.301	-0.213					
NACELLE SIDE								
321-328	N.G.	0.236	0.164	0.042	-0.013	-0.097	-0.138	N.G.
329	-0.283							
CANOPY SIDE								
330-334	N.G.	-0.141	N.G.	N.G.	-0.022			
CANOPY CENTER LINE								
335-342	0.537	-0.151	P.O.	P.O.	P.O.	P.O.	0.158	0.437
CANOPY SIDE								
343-344	0.140	0.447						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 37 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-0.02	0.598	0.312	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.001	2134.2	2087.1	2082.9	0.34	0.40	0.77	0.372

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9988	0.9999	1.0004	0.9977	1.0008	1.0008	1.0007	N.G.
109-116	1.0007	1.0008	1.0007	1.0008	1.0008	1.0011	1.0007	1.0010
117-124	1.0008	1.0011	1.0008	N.G.	1.0007	1.0008	1.0007	1.0008
125-130	1.0007	N.G.	1.0006	1.0007	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9464	0.9143	N.G.	0.8830	N.G.	0.9830	0.9510
139-142	0.9161	0.8961	0.8800	0.8765				
BOUNDARY LAYER DUCT								
143-144	0.8719	0.7906						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2085.6	2089.5	2090.9	N.G.	2082.5	N.G.		
RAKE BULLET								
207-212	2073.4	2074.3	2074.8	2074.6	2067.2	N.G.		
TOP								
213-220	1365.0	2109.6	N.G.	2105.0	2089.2	2087.3	2084.2	2083.9
221-224	2083.9	2096.0	2096.3	2094.9				
SIDE								
225-232	1463.8	2099.4	2135.0	2118.9	2103.6	2095.2	2088.7	2084.2
233-236	2083.0	N.G.	2094.9	2101.7				
SPLITTER								
237-244	2135.0	N.G.	N.G.	2076.8	2075.7	2084.2	2083.0	2078.2
245	2133.0							
BOTTOM								
301-308	N.G.	2114.3	2103.1	2096.0	2093.6	2086.7	2088.7	2090.5
309	2090.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.353	N.G.	N.G.	N.G.	-0.441	-0.370	N.G.
318-320	N.G.	-0.229	-0.148					
NACELLE SIDE								
321-328	N.G.	-0.956	-0.634	-0.636	-0.590	-0.494	-0.342	N.G.
329	-0.342							
CANOPY SIDE								
330-334	N.G.	-0.311	N.G.	N.G.	-0.048			
CANOPY CENTER LINE								
335-342	0.542	-0.141	-0.549	-0.744	-0.581	-0.387	0.144	0.409
CANOPY SIDE								
343-344	0.114	0.360						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 38 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-0.02	0.599	0.533	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2133.2	1988.6	1978.0	1.36	1.14	1.31	0.634

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9971	0.9983	1.0000	0.9876	1.0008	1.0004	1.0010	N.G.
109-116	1.0010	1.0006	1.0008	1.0011	1.0008	1.0012	1.0008	1.0008
117-124	1.0007	1.0011	1.0010	N.G.	1.0006	1.0010	1.0007	1.0008
125-130	1.0008	N.G.	1.0008	1.0001	1.0010	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9913	0.9634	N.G.	0.8996	N.G.	0.9993	0.9947
139-142	0.9670	0.9370	0.9010	0.8831				
BOUNDARY LAYER DUCT								
143-144	0.8716	0.7917						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1983.6	1994.9	2000.0	N.G.	1975.7	N.G.		
RAKE BULLET								
207-212	1944.7	1947.8	1952.0	1949.8	1941.0	N.G.		
TOP								
213-220	1671.1	2127.6	N.G.	1972.1	1954.8	1963.3	1961.6	1964.7
221-224	1969.0	2014.7	2016.1	2011.6				
SIDE								
225-232	1856.3	2131.3	2058.7	1984.2	1970.1	1960.5	1949.5	1951.4
233-236	1953.1	N.G.	2011.9	2032.2				
SPLITTER								
237-244	2135.5	N.G.	N.G.	1962.5	1959.9	1981.1	1979.1	1963.6
245	2133.0							
BOTTOM								
301-308	N.G.	2002.8	1996.7	1993.1	1989.5	1981.1	1994.1	1999.5
309	2000.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.687	N.G.	N.G.	N.G.	-0.422	-0.352	N.G.
318-320	N.G.	-0.224	-0.146					
NACELLE SIDE								
321-328	N.G.	-0.534	-0.429	-0.455	-0.453	-0.427	-0.310	N.G.
329	-0.326							
CANOPY SIDE								
330-334	N.G.	-0.320	N.G.	N.G.	-0.097			
CANOPY CENTER LINE								
335-342	0.540	-0.148	-0.564	-0.770	-0.617	-0.432	0.039	0.324
CANOPY SIDE								
343-344	0.027	0.298						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 39 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.11	-0.02	0.599	0.706	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2130.5	1856.9	1836.6	3.30	2.08	1.74	0.840

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9862	0.9964	0.9994	0.9682	1.0010	1.0008	1.0007	N.G.
109-116	1.0008	0.9993	1.0008	1.0011	1.0006	1.0012	1.0008	1.0011
117-124	1.0008	1.0008	1.0008	N.G.	1.0008	1.0008	1.0008	1.0006
125-130	1.0006	N.G.	1.0008	1.0007	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9983	0.9808	N.G.	0.9050	N.G.	0.9998	0.9986
139-142	0.9832	0.9529	0.9082	0.8819				
BOUNDARY LAYER DUCT								
143-144	0.8686	0.7907						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1847.5	1867.9	1878.3	N.G.	1834.0	N.G.		
RAKE BULLET								
207-212	1771.9	1778.7	1784.9	1780.9	1770.5	N.G.		
TOP								
213-220	1909.9	2058.2	N.G.	1772.2	1764.3	1793.3	1798.1	1810.0
221-224	1820.4	1908.8	1910.2	1900.3				
SIDE								
225-232	2046.0	2057.6	1876.3	1764.0	1777.2	1777.0	1767.9	1773.6
233-236	1780.3	N.G.	1903.7	1940.7				
SPLITTER								
237-244	2135.0	N.G.	N.G.	1809.1	1800.7	1847.0	1841.3	1813.7
245	1807.2							
BOTTOM								
301-308	N.G.	1856.5	1862.1	1864.4	1861.6	1852.4	1872.9	1880.8
309	1881.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.312	N.G.	N.G.	N.G.	-0.354	-0.330	N.G.
318-320	N.G.	-0.219	-0.143					
NACELLE SIDE								
321-328	N.G.	-0.264	-0.262	-0.334	-0.359	-0.373	-0.296	N.G.
329	-0.317							
CANOPY SIDE								
330-334	N.G.	-0.324	N.G.	N.G.	-0.125			
CANOPY CENTER LINE								
335-342	0.540	-0.152	-0.571	-0.783	-0.638	-0.458	-0.025	0.220
CANOPY SIDE								
343-344	-0.025	0.214						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 40 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.05	-0.02	0.599	0.815	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2124.8	1732.3	1699.5	6.60	2.91	2.01	0.969

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9665	0.9918	0.9940	0.9354	1.0006	1.0006	1.0006	N.G.
109-116	1.0005	0.9946	1.0006	1.0008	1.0006	1.0011	1.0006	1.0008
117-124	1.0006	1.0011	1.0007	N.G.	1.0001	1.0008	1.0004	1.0007
125-130	1.0005	N.G.	1.0004	1.0006	1.0006	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9992	0.9874	N.G.	0.9082	N.G.	1.0000	0.9992
139-142	0.9890	0.9610	0.9121	0.8808				
BOUNDARY LAYER DUCT								
143-144	0.8637	0.7902						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1717.7	1747.0	1763.1	N.G.	1701.3	N.G.		
RAKE BULLET								
207-212	1604.2	1616.3	1624.5	1616.1	1602.5	N.G.		
TOP								
213-220	2033.3	1954.0	N.G.	1566.3	1576.8	1628.4	1644.3	1661.5
221-224	1678.1	1810.3	1812.3	1796.7				
SIDE								
225-232	2113.8	1949.5	1679.3	1534.4	1582.4	1594.6	1592.0	1602.7
233-236	1620.3	N.G.	1804.3	1854.6				
SPLITTER								
237-244	2133.8	N.G.	N.G.	1669.1	1654.7	1724.4	1717.9	1674.7
245	1663.5							
BOTTOM								
301-308	N.G.	1715.8	1734.0	1740.3	1738.3	1728.6	1760.6	1770.8
309	1772.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.131	N.G.	N.G.	N.G.	-0.306	-0.315	N.G.
318-320	N.G.	-0.215	-0.140					
NACELLE SIDE								
321-328	N.G.	-0.095	-0.156	-0.253	-0.293	-0.333	-0.274	N.G.
329	-0.310							
CANOPY SIDE								
330-334	N.G.	-0.325	N.G.	N.G.	-0.143			
CANOPY CENTER LINE								
335-342	0.539	-0.154	-0.575	-0.792	-0.648	-0.472	-0.063	0.140
CANOPY SIDE								
343-344	-0.056	0.154						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 41 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.67	-0.01	0.599	0.877	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2120.2	1636.0	1591.5	8.64	3.48	2.16	1.043

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9483	0.9812	0.9890	0.9152	1.0010	1.0008	1.0008	N.G.
109-116	1.0007	0.9876	1.0008	1.0008	1.0007	1.0011	1.0008	1.0011
117-124	1.0000	1.0010	1.0008	N.G.	1.0006	1.0008	1.0008	1.0008
125-130	1.0006	N.G.	1.0008	1.0008	1.0006	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9994	0.9902	N.G.	0.9097	N.G.	1.0000	0.9995
139-142	0.9915	0.9651	0.9142	0.8801				
BOUNDARY LAYER DUCT								
143-144	0.8589	0.7884						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1616.0	1653.9	1673.9	N.G.	1600.2	N.G.		
RAKE BULLET								
207-212	1472.3	1489.0	1499.7	1487.3	1467.5	N.G.		
TOP								
213-220	2083.6	1874.6	N.G.	1405.1	1424.0	1500.8	1521.1	1548.3
221-224	1570.3	1738.0	1739.4	1718.2				
SIDE								
225-232	2130.7	1869.3	1536.4	1351.2	1424.6	1461.3	1460.7	1473.1
233-236	1495.2	N.G.	1732.1	1791.6				
SPLITTER								
237-244	2134.7	N.G.	N.G.	1566.0	1545.[illegible]	1633.2	1625.3	1571.1
245	1560.7							
BOTTOM								
301-308	N.G.	1603.5	1637.0	1646.2	1644.4	1632.7	1677.7	1690.2
309	1690.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.021	N.G.	N.G.	N.G.	-0.281	-0.308	N.G.
318-320	N.G.	-0.215	-0.142					
NACELLE SIDE								
321-328	N.G.	-0.010	-0.097	-0.211	-0.260	-0.314	-0.266	N.G.
329	-0.308							
CANOPY SIDE								
330-334	N.G.	-0.328	N.G.	N.G.	-0.155			
CANOPY CENTER LINE								
335-342	0.538	-0.156	-0.580	P.O.	-0.659	-0.484	-0.087	0.091
CANOPY SIDE								
343-344	-0.076	0.117						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 42 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-2.25	-0.01	0.599	0.881	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2120.5	1629.4	1582.9	8.72	3.52	2.17	1.048

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9332	0.9815	0.9929	0.9144	1.0004	1.0006	1.0000	N.G.
109-116	1.0005	0.9924	1.0005	1.0010	1.0006	1.0011	1.0005	1.0011
117-124	1.0007	1.0010	1.0005	N.G.	1.0008	1.0008	1.0007	1.0008
125-130	1.0006	N.G.	1.0006	1.0008	1.0006	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0004	0.9990	N.G.	0.9321	N.G.	1.0002	1.0004
139-142	0.9993	0.9888	0.9381	0.8961				
BOUNDARY LAYER DUCT								
143-144	0.8704	0.7899						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1609.7	1646.9	1667.8	N.G.	1593.3	N.G.		
RAKE BULLET								
207-212	1461.7	1478.9	1490.0	1476.4	1456.6	N.G.		
TOP								
213-220	2121.9	1798.3	N.G.	1332.4	1371.4	1475.8	1498.4	1527.8
221-224	1552.4	1732.2	1733.3	1712.2				
SIDE								
225-232	2117.6	1906.1	1576.9	1371.9	1431.8	1450.7	1454.4	1462.6
233-236	1485.2	N.G.	1726.3	1787.8				
SPLITTER								
237-244	2136.3	N.G.	N.G.	1565.6	1541.3	1628.6	1619.3	1563.4
245	1553.5							
BOTTOM								
301-308	N.G.	1597.6	1643.1	1648.0	1642.6	1624.2	1671.0	1683.8
309	1684.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.143	N.G.	N.G.	N.G.	-0.202	-0.272	N.G.
318-320	N.G.	-0.215	-0.151					
NACELLE SIDE								
321-328	N.G.	-0.151	-0.214	-0.317	-0.360	-0.406	-0.324	N.G.
329	-0.327							
CANOPY SIDE								
330-334	N.G.	-0.275	N.G.	N.G.	-0.161			
CANOPY CENTER LINE								
335-342	0.585	-0.062	-0.476	-0.710	-0.607	-0.456	-0.083	0.086
CANOPY SIDE								
343-344	-0.072	0.107						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 43 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-2.25	-0.01	0.599	0.822	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2126.9	1724.2	1689.5	6.22	2.84	2.03	0.978

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9547	0.9909	0.9978	0.9391	1.0006	1.0007	1.0008	N.G.
109-116	1.0006	0.9984	1.0004	1.0006	1.0006	1.0011	1.0007	1.0010
117-124	1.0007	1.0010	1.0006	N.G.	1.0008	1.0008	1.0007	1.0008
125-130	1.0004	N.G.	1.0007	1.0010	1.0006	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0001	0.9986	N.G.	0.9309	N.G.	1.0003	1.0004
139-142	0.9990	0.9865	0.9363	0.8968				
BOUNDARY LAYER DUCT								
143-144	0.8745	0.7911						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1708.9	1740.0	1754.1	N.G.	1693.7	N.G.		
RAKE BULLET								
207-212	1592.0	1604.5	1609.8	1604.5	1590.9	N.G.		
TOP								
213-220	2095.5	1885.4	N.G.	1494.9	1524.8	1598.5	1616.0	1635.0
221-224	1658.7	1803.2	1805.5	1788.6				
SIDE								
225-232	2092.1	1977.7	1707.5	1541.2	1578.5	1582.4	1572.8	1588.1
233-236	1603.3	N.G.	1797.9	1850.7				
SPLITTER								
237-244	2137.0	N.G.	N.G.	1666.6	1646.8	1718.8	1709.5	1665.5
245	1655.6							
BOTTOM								
301-308	N.G.	1711.4	1732.1	1736.0	1732.6	1716.3	1751.6	1763.8
309	1764.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.060	N.G.	N.G.	N.G.	-0.221	-0.277	N.G.
318-320	N.G.	-0.214	-0.150					
NACELLE SIDE								
321-328	N.G.	-0.239	-0.270	-0.357	-0.392	-0.424	-0.330	N.G.
329	-0.328							
CANOPY SIDE								
330-334	N.G.	-0.271	N.G.	N.G.	-0.150			
CANOPY CENTER LINE								
335-342	0.586	-0.059	-0.469	-0.701	-0.597	-0.443	-0.060	0.137
CANOPY SIDE								
343-344	-0.053	0.145						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 44 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-2.24	-0.01	0.600	0.714	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2132.5	1851.4	1829.6	2.67	2.11	1.76	0.849

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9793	0.9952	0.9995	0.9745	1.0011	1.0008	1.0006	N.G.
109-116	1.0008	1.0008	1.0008	1.0010	1.0007	1.0012	1.0008	1.0011
117-124	1.0007	1.0010	1.0008	N.G.	1.0007	1.0008	1.0008	1.0010
125-130	1.0007	N.G.	1.0008	1.0011	1.0007	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0004	0.9971	N.G.	0.9271	N.G.	1.0004	1.0004
139-142	0.9979	0.9811	0.9321	0.8974				
BOUNDARY LAYER DUCT								
143-144	0.8793	0.7916						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1842.2	1862.0	1873.3	N.G.	1828.4	N.G.		
RAKE BULLET								
207-212	1762.9	1770.8	1774.2	1772.5	1762.3	N.G.		
TOP								
213-220	2004.3	2013.9	N.G.	1722.5	1730.4	1768.8	1780.9	1793.6
221-224	1805.5	1903.8	1905.7	1895.3				
SIDE								
225-232	2004.3	2076.8	1899.0	1774.4	1778.4	1771.3	1756.9	1765.4
233-236	1772.5	N.G.	1899.8	1935.1				
SPLITTER								
237-244	2137.5	N.G.	N.G.	1807.8	1795.3	1843.9	1837.7	1807.2
245	1799.9							
BOTTOM								
301-308	N.G.	1849.0	1858.0	1861.0	1857.2	1844.9	1866.7	1875.1
309	1876.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.115	N.G.	N.G.	N.G.	-0.268	-0.293	N.G.
318-320	N.G.	-0.220	-0.152					
NACELLE SIDE								
321-328	N.G.	-0.419	-0.385	-0.441	-0.460	-0.466	-0.350	N.G.
329	-0.336							
CANOPY SIDE								
330-334	N.G.	-0.268	N.G.	N.G.	-0.133			
CANOPY CENTER LINE								
335-342	0.587	-0.056	-0.466	-0.694	-0.586	-0.429	-0.021	0.221
CANOPY SIDE								
343-344	-0.022	0.210						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 45 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-2.25	-0.01	0.600	0.540	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2135.2	1986.4	1975.7	1.09	1.15	1.33	0.641

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9939	0.9986	0.9998	0.9903	1.0006	1.0008	1.0007	N.G.
109-116	1.0008	1.0010	1.0008	1.0011	1.0006	1.0012	1.0011	1.0010
117-124	1.0010	1.0011	1.0011	N.G.	1.0008	1.0000	1.0008	1.0008
125-130	1.0008	N.G.	1.0008	1.0011	1.0010	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	1.0000	0.9907	N.G.	0.9214	N.G.	1.0003	1.0002
139-142	0.9928	0.9685	0.9243	0.8986				
BOUNDARY LAYER DUCT								
143-144	0.8824	0.7926						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1981.7	1993.0	1997.8	N.G.	1973.2	N.G.		
RAKE BULLET								
207-212	1941.9	1944.7	1947.2	1946.7	1938.8	N.G.		
TOP								
213-220	1773.9	2119.2	N.G.	1953.7	1943.0	1954.0	1955.1	1959.7
221-224	1963.9	2013.3	2014.7	2009.9				
SIDE								
225-232	1773.9	2136.7	2078.0	2000.3	1979.4	1967.0	1954.9	1953.2
233-236	1953.4	N.G.	2011.0	2031.1				
SPLITTER								
237-244	2137.5	N.G.	N.G.	1961.1	1955.7	1980.0	1976.9	1961.1
245	2135.0							
BOTTOM								
301-308	N.G.	1999.4	1995.1	1993.5	1989.7	1982.0	1992.3	1995.8
309	1998.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.381	N.G.	N.G.	N.G.	-0.343	-0.315	N.G.
318-320	N.G.	-0.223	-0.154					
NACELLE SIDE								
321-328	N.G.	-0.727	-0.575	-0.574	-0.561	-0.515	-0.365	N.G.
329	-0.344							
CANOPY SIDE								
330-334	N.G.	-0.262	N.G.	N.G.	-0.103			
CANOPY CENTER LINE								
335-342	0.588	-0.051	-0.455	-0.676	-0.562	-0.400	0.045	0.340
CANOPY SIDE								
343-344	0.032	0.305						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 46 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-2.25	-0.01	0.599	0.317	0.50	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.001	2136.3	2087.5	2083.1	0.29	0.42	0.78	0.377

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9987	0.9992	1.0004	0.9983	1.0011	1.0010	1.0007	N.G.
109-116	1.0008	1.0010	1.0007	1.0011	1.0006	1.0012	1.0008	1.0011
117-124	1.0008	1.0011	1.0008	N.G.	1.0010	1.0008	1.0010	1.0008
125-130	1.0000	N.G.	1.0010	1.0010	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9924	0.9617	N.G.	0.9091	N.G.	0.9999	0.9937
139-142	0.9655	0.9379	0.9081	0.8968				
BOUNDARY LAYER DUCT								
143-144	0.8819	0.7920						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2086.4	2089.5	2091.5	N.G.	2082.5	N.G.		
RAKE BULLET								
207-212	2073.2	2074.0	2074.0	2075.1	2067.5	N.G.		
TOP								
213-220	1435.3	2117.2	N.G.	2100.8	2085.9	2085.3	2082.8	2082.8
221-224	2083.0	2095.8	2097.2	2095.2				
SIDE								
225-232	1361.6	2084.2	2136.4	2124.8	2108.5	2098.3	2088.1	2086.7
233-236	2084.2	N.G.	2095.8	2102.8				
SPLITTER								
237-244	2137.8	N.G.	N.G.	2078.0	2076.0	2082.8	2083.6	2079.7
245	2077.7							
BOTTOM								
301-308	N.G.	2104.8	2096.6	2093.8	2091.0	2086.1	2089.5	2091.5
309	2091.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.333	N.G.	N.G.	N.G.	-0.416	-0.345	N.G.
318-320	N.G.	-0.231	-0.158					
NACELLE SIDE								
321-328	N.G.	-1.218	-0.787	-0.778	-0.722	-0.604	-0.396	N.G.
329	-0.354							
CANOPY SIDE								
330-334	N.G.	-0.258	N.G.	N.G.	-0.064			
CANOPY CENTER LINE								
335-342	0.590	-0.046	-0.444	-0.657	-0.533	-0.363	0.136	0.459
CANOPY SIDE								
343-344	0.107	0.402						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 47 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.24	-0.02	0.599	0.298	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.970	2071.9	2027.7	2030.3	0.99	0.26	0.74	0.354

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9666	0.9661	0.9654	0.9680	0.9718	0.9714	0.9697	N.G.
109-116	0.9662	0.9681	0.9721	0.9724	0.9711	0.9703	0.9672	0.9680
117-124	0.9723	0.9730	0.9723	N.G.	0.9685	0.9685	0.9724	0.9732
125-130	0.9739	N.G.	0.9716	0.9723	0.9745	0.9750		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8018	0.7671	N.G.	0.7809	N.G.	0.7552	0.7573
139-142	0.7614	0.7681	0.7751	0.7756				
BOUNDARY LAYER DUCT								
143-144	0.7785	0.7689						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2025.4	2028.3	2030.8	N.G.	2026.3	N.G.		
RAKE BULLET								
207-212	2008.2	2010.8	2014.4	2009.9	2003.4	N.G.		
TOP								
213-220	1743.7	2074.3	N.G.	1863.1	1873.3	1901.5	1921.0	1941.9
221-224	1952.3	2018.1	2026.9	2030.5				
SIDE								
225-232	1955.4	2021.2	1906.6	1862.2	1904.9	1932.6	1949.2	1956.0
233-236	1968.1	N.G.	2023.8	2033.4				
SPLITTER								
237-244	2022.3	N.G.	N.G.	2007.7	2011.6	2020.9	2024.9	2019.8
245	2021.2							
BOTTOM								
301-308	N.G.	1873.8	1916.5	1943.2	1959.3	2000.2	2019.1	2024.8
309	2027.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.881	N.G.	N.G.	N.G.	-0.514	-0.394	N.G.
318-320	N.G.	-0.224	-0.136					
NACELLE SIDE								
321-328	N.G.	-0.419	-0.386	-0.421	-0.411	-0.371	-0.256	N.G.
329	-0.304							
CANOPY SIDE								
330-334	N.G.	-0.349	N.G.	N.G.	0.040			
CANOPY CENTER LINE								
335-342	0.502	-0.210	-0.604	-0.742	-0.485	-0.189	0.104	-0.006
CANOPY SIDE								
343-344	0.074	-0.138						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 48 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.24	-0.02	0.601	0.529	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.0	1991.4	1981.3	1.95	1.10	1.31	0.628

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9981	0.9978	0.9995	0.9813	1.0006	1.0007	1.0006	N.G.
109-116	1.0004	0.9969	1.0004	1.0005	1.0008	1.0008	1.0006	1.0006
117-124	1.0008	1.0004	1.0007	N.G.	1.0005	1.0007	1.0002	1.0007
125-130	1.0005	N.G.	1.0006	1.0008	1.0006	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9517	0.9236	N.G.	0.8768	N.G.	0.9905	0.9649
139-142	0.9265	0.9014	0.8773	0.8675				
BOUNDARY LAYER DUCT								
143-144	0.8560	0.7858						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1985.9	1998.1	2002.6	N.G.	1979.1	N.G.		
RAKE BULLET								
207-212	1947.8	1951.8	1954.6	1953.4	1945.0	N.G.		
TOP								
213-220	1577.4	2134.2	N.G.	1996.6	1971.5	1974.9	1971.2	1973.5
221-224	1975.8	2017.3	2018.7	2013.9				
SIDE								
225-232	1926.3	2127.4	2042.7	1973.2	1966.4	1961.6	1955.7	1954.0
233-236	1956.3	N.G.	2014.2	2034.5				
SPLITTER								
237-244	2137.3	N.G.	N.G.	1963.6	1959.7	1984.2	1981.7	1967.3
245	2135.0							
BOTTOM								
301-308	N.G.	2024.0	2007.4	2001.2	1996.1	1988.4	1997.4	2002.8
309	2002.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.244	N.G.	N.G.	N.G.	-0.485	-0.376	N.G.
318-320	N.G.	-0.217	-0.132					
NACELLE SIDE								
321-328	N.G.	-0.383	-0.324	-0.365	-0.369	-0.353	-0.268	N.G.
329	-0.327							
CANOPY SIDE								
330-334	N.G.	-0.368	N.G.	N.G.	-0.084			
CANOPY CENTER LINE								
335-342	0.497	-0.230	-0.652	P.O.	-0.648	-0.442	0.047	0.306
CANOPY SIDE								
343-344	0.036	0.289						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 49 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.23	-0.02	0.600	0.697	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2129.8	1864.4	1845.4	4.73	1.99	1.72	0.828

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9907	0.9959	0.9978	0.9539	1.0005	1.0007	1.0006	N.G.
109-116	1.0004	0.9879	1.0004	1.0006	1.0006	1.0011	1.0004	1.0000
117-124	1.0005	1.0008	1.0004	N.G.	1.0004	1.0004	1.0000	1.0001
125-130	1.0000	N.G.	1.0000	1.0002	1.0000	1.0001		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9820	0.9481	N.G.	0.8836	N.G.	0.9974	0.9865
139-142	0.9508	0.9199	0.8850	0.8669				
BOUNDARY LAYER DUCT								
143-144	0.8550	0.7870						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1853.8	1875.2	1885.4	N.G.	1843.1	N.G.		
RAKE BULLET								
207-212	1781.8	1788.8	1795.9	1790.5	1780.1	N.G.		
TOP								
213-220	1821.9	2088.1	N.G.	1812.3	1795.9	1814.0	1815.1	1823.0
221-224	1830.9	1915.6	1917.3	1908.3				
SIDE								
225-232	2083.9	2035.3	1849.3	1751.0	1774.4	1780.4	1782.1	1780.7
233-236	1789.7	N.G.	1911.7	1946.1				
SPLITTER								
237-244	2137.8	N.G.	N.G.	1815.9	1810.0	1855.2	1850.7	1821.9
245	1815.9							
BOTTOM								
301-308	N.G.	1869.7	1868.7	1869.2	1866.7	1860.3	1879.7	1888.2
309	1887.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.486	N.G.	N.G.	N.G.	-0.421	-0.355	N.G.
318-320	N.G.	-0.212	-0.129					
NACELLE SIDE								
321-328	N.G.	-0.122	-0.156	-0.240	-0.270	-0.295	-0.256	N.G.
329	-0.316							
CANOPY SIDE								
330-334	N.G.	-0.372	N.G.	N.G.	-0.115			
CANOPY CENTER LINE								
335-342	0.496	-0.233	-0.659	P.O.	-0.669	-0.469	-0.017	0.216
CANOPY SIDE								
343-344	-0.018	0.219						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 50 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.24	-0.02	0.601	0.808	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2125.9	1741.3	1710.3	6.94	2.82	2.00	0.960

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9778	0.9920	0.9907	0.9319	1.0007	1.0007	1.0007	N.G.
109-116	1.0007	0.9764	1.0008	1.0008	1.0006	1.0011	1.0008	1.0002
117-124	1.0006	1.0011	1.0008	N.G.	1.0006	1.0008	1.0006	1.0007
125-130	1.0007	N.G.	1.0007	1.0008	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9898	0.9586	N.G.	0.8858	N.G.	0.9983	0.9920
139-142	0.9611	0.9281	0.8879	0.8650				
BOUNDARY LAYER DUCT								
143-144	0.8493	0.7852						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1726.4	1756.4	1771.1	N.G.	1711.2	N.G.		
RAKE BULLET								
207-212	1616.0	1628.7	1638.1	1628.7	1615.2	N.G.		
TOP								
213-220	1963.0	2007.7	N.G.	1621.4	1615.8	1654.7	1663.5	1680.1
221-224	1693.1	1818.5	1819.3	1804.7				
SIDE								
225-232	2130.2	1917.9	1646.3	1519.5	1577.9	1604.5	1611.8	1613.5
233-236	1630.4	N.G.	1812.0	1860.8				
SPLITTER								
237-244	2135.8	N.G.	N.G.	1676.7	1663.8	1732.4	1726.4	1684.1
245	1675.6							
BOTTOM								
301-308	N.G.	1723.4	1737.5	1744.4	1743.4	1738.8	1769.5	1779.4
309	1779.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.311	N.G.	N.G.	N.G.	-0.376	-0.342	N.G.
318-320	N.G.	-0.210	-0.129					
NACELLE SIDE								
321-328	N.G.	0.036	-0.057	-0.163	-0.207	-0.257	-0.237	N.G.
329	-0.309							
CANOPY SIDE								
330-334	N.G.	-0.376	N.G.	N.G.	-0.135			
CANOPY CENTER LINE								
335-342	0.495	-0.238	-0.667	P.O.	-0.684	-0.487	-0.058	0.143
CANOPY SIDE								
343-344	-0.052	0.163						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 51 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.24	-0.02	0.601	0.872	2.53	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2121.2	1644.6	1601.5	8.16	3.37	2.15	1.035

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9564	0.9833	0.9821	0.9201	1.0005	1.0007	1.0008	N.G.
109-116	1.0006	0.9666	1.0006	1.0006	1.0007	1.0012	1.0004	1.0000
117-124	1.0008	1.0008	1.0006	N.G.	1.0010	1.0011	1.0008	1.0011
125-130	1.0007	N.G.	1.0008	1.0011	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9926	0.9643	N.G.	0.8873	N.G.	0.9986	0.9940
139-142	0.9664	0.9326	0.8895	0.8639				
BOUNDARY LAYER DUCT								
143-144	0.8439	0.7837						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1623.9	1663.2	1681.3	N.G.	1609.8	N.G.		
RAKE BULLET								
207-212	1483.6	1500.6	1511.3	1498.9	1479.7	N.G.		
TOP								
213-220	2030.8	1939.9	N.G.	1468.4	1466.7	1525.1	1542.6	1564.9
221-224	1586.4	1745.1	1745.9	1727.6				
SIDE								
225-232	2135.8	1827.5	1491.5	1329.5	1412.2	1473.5	1470.6	1482.8
233-236	1505.4	N.G.	1738.3	1796.2				
SPLITTER								
237-244	2136.1	N.G.	N.G.	1572.3	1550.8	1640.6	1632.7	1579.6
245	1570.6							
BOTTOM								
301-308	N.G.	1615.5	1635.4	1649.5	1647.2	1642.1	1685.8	1698.6
309	1697.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.192	N.G.	N.G.	N.G.	-0.345	-0.332	N.G.
318-320	N.G.	-0.206	-0.126					
NACELLE SIDE								
321-328	N.G.	0.117	0.010	-0.115	-0.169	-0.233	-0.223	N.G.
329	-0.303							
CANOPY SIDE								
330-334	N.G.	-0.375	N.G.	N.G.	-0.145			
CANOPY CENTER LINE								
335-342	0.495	-0.238	-0.668	P.O.	-0.690	-0.495	-0.080	0.098
CANOPY SIDE								
343-344	-0.071	0.129						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 52 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.29	-4.02	0.599	0.868	2.50	2.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.991	2114.0	1642.2	1598.0	7.93	3.15	2.15	1.032

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9365	0.9583	0.9441	0.9226	1.0008	1.0008	1.0005	N.G.
109-116	1.0004	0.9704	1.0006	1.0006	1.0007	1.0011	1.0005	1.0004
117-124	1.0007	1.0008	1.0006	N.G.	1.0005	1.0008	1.0007	1.0007
125-130	1.0007	N.G.	1.0008	1.0007	1.0006	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9993	0.9900	N.G.	0.9091	N.G.	0.9996	0.9994
139-142	0.9915	0.9652	0.9138	0.8785				
BOUNDARY LAYER DUCT								
143-144	0.8462	0.7859						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1624.9	1661.3	1674.6	N.G.	1608.0	N.G.		
RAKE BULLET								
207-212	1480.9	1496.2	1506.9	1493.9	1476.1	N.G.		
TOP								
213-220	2096.4	1826.0	N.G.	1292.3	1309.8	1427.8	1465.7	1503.5
221-224	1535.1	1738.7	1739.3	1721.8				
SIDE								
225-232	2115.6	1612.5	1199.7	1009.4	1113.9	1351.9	1373.6	1408.1
233-236	1447.0	N.G.	1729.4	1777.1				
SPLITTER								
237-244	2136.5	N.G.	N.G.	1602.9	1571.8	1646.4	1631.7	1575.5
245	1566.2							
BOTTOM								
301-308	N.G.	1429.8	1514.2	1549.0	1566.1	1597.6	1671.3	1689.7
309	1688.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.021	N.G.	N.G.	N.G.	-0.278	-0.312	N.G.
318-320	N.G.	-0.225	-0.152					
NACELLE SIDE								
321-328	N.G.	0.407	0.238	0.085	0.005	-0.110	-0.152	N.G.
329	-0.267							
CANOPY SIDE								
330-334	N.G.	-0.231	N.G.	N.G.	-0.134			
CANOPY CENTER LINE								
335-342	0.527	-0.165	-0.581	P.O.	-0.659	-0.485	-0.093	0.086
CANOPY SIDE								
343-344	-0.065	0.141						

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INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 53 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.28	-4.02	0.598	0.811	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2120.9	1732.2	1697.6	6.30	2.74	2.00	0.965

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9567	0.9751	0.9620	0.9385	1.0000	1.0010	1.0007	N.G.
109-116	1.0007	0.9855	1.0007	1.0007	1.0007	1.0011	1.0008	1.0008
117-124	1.0007	1.0008	1.0008	N.G.	1.0008	1.0010	1.0008	1.0008
125-130	1.0005	N.G.	1.0008	1.0008	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9992	0.9879	N.G.	0.9083	N.G.	0.9997	0.9993
139-142	0.9895	0.9614	0.9120	0.8798				
BOUNDARY LAYER DUCT								
143-144	0.8533	0.7880						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1717.0	1748.0	1761.0	N.G.	1702.9	N.G.		
RAKE BULLET								
207-212	1603.5	1617.0	1613.6	1615.3	1602.3	N.G.		
TOP								
213-220	2061.4	1908.4	N.G.	1461.2	1475.3	1557.7	1587.4	1615.0
221-224	1641.9	1806.2	1811.0	1796.3				
SIDE								
225-232	2128.9	1698.3	1342.6	1230.2	1353.9	1476.1	1473.6	1529.5
233-236	1560.5	N.G.	1798.9	1844.3				
SPLITTER								
237-244	2136.0	N.G.	N.G.	1698.9	1665.3	1735.0	1718.9	1674.9
245	1665.3							
BOTTOM								
301-308	N.G.	1581.2	1633.7	1657.4	1668.2	1690.7	1751.3	1766.2
309	1768.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.067	N.G.	N.G.	N.G.	-0.300	-0.320	N.G.
318-320	N.G.	-0.228	-0.153					
NACELLE SIDE								
321-328	N.G.	0.354	0.201	0.054	-0.022	-0.129	-0.162	N.G.
329	-0.272							
CANOPY SIDE								
330-334	N.G.	-0.229	N.G.	N.G.	-0.124			
CANOPY CENTER LINE								
335-342	0.527	-0.164	-0.578	-0.791	-0.653	-0.477	-0.071	0.133
CANOPY SIDE								
343-344	-0.048	0.174						

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INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 54 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.29	-4.02	0.598	0.700	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2127.9	1859.6	1839.0	3.61	1.96	1.73	0.833

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9791	0.9854	0.9794	0.9649	1.0008	1.0006	1.0007	N.G.
109-116	1.0008	0.9990	1.0007	1.0008	1.0006	1.0008	1.0007	1.0008
117-124	1.0008	1.0008	1.0008	N.G.	1.0006	1.0007	1.0008	1.0007
125-130	0.9994	N.G.	1.0008	1.0008	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9985	0.9812	N.G.	0.9055	N.G.	0.9996	0.9986
139-142	0.9831	0.9525	0.9076	0.8805				
BOUNDARY LAYER DUCT								
143-144	0.8605	0.7891						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1850.2	1871.1	1879.3	N.G.	1837.5	N.G.		
RAKE BULLET								
207-212	1774.6	1781.3	1785.9	1784.?	1774.3	N.G.		
TOP								
213-220	1958.1	2027.3	N.G.	1702.9	1703.4	1741.8	1759.6	1778.0
221-224	1793.5	1908.4	1911.2	1901.9				
SIDE								
225-232	2132.6	1868.6	1621.5	1550.4	1623.8	1686.2	1685.9	1714.4
233-236	1735.0	N.G.	1901.9	1936.1				
SPLITTER								
237-244	2136.5	N.G.	N.G.	1840.6	1821.4	1858.4	1848.0	1816.1
245	1809.6							
BOTTOM								
301-308	N.G.	1771.5	1793.5	1804.5	1809.1	1824.5	1866.2	1880.0
309	1881.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.248	N.G.	N.G.	N.G.	-0.341	-0.333	N.G.
318-320	N.G.	-0.228	-0.153					
NACELLE SIDE								
321-328	N.G.	0.234	0.116	-0.014	-0.077	-0.164	-0.180	N.G.
329	-0.277							
CANOPY SIDE								
330-334	N.G.	-0.226	N.G.	N.G.	-0.104			
CANOPY CENTER LINE								
335-342	0.528	-0.161	-0.570	-0.779	-0.637	-0.458	-0.029	0.214
CANOPY SIDE								
343-344	-0.015	0.235						

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INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 55 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.29	-4.02	0.599	0.534	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2133.2	1987.7	1978.1	1.62	1.01	1.32	0.636

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9927	0.9954	0.9948	0.9851	1.0008	1.0008	1.0011	N.G.
109-116	1.0008	1.0006	1.0010	1.0011	1.0011	1.0013	1.0011	1.0011
117-124	1.0010	1.0012	1.0011	N.G.	1.0008	1.0011	1.0007	1.0010
125-130	1.0008	N.G.	1.0008	1.0007	1.0008	1.0012		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9940	0.9636	N.G.	0.8998	N.G.	0.9991	0.9941
139-142	0.9662	0.9346	0.8982	0.8796				
BOUNDARY LAYER DUCT								
143-144	0.8652	0.7888						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1981.8	1995.1	1997.6	N.G.	1976.2	N.G.		
RAKE BULLET								
207-212	1945.1	1947.6	1950.2	1949.6	1942.3	N.G.		
TOP								
213-220	1730.2	2121.9	N.G.	1934.4	1916.6	1930.7	1934.1	1940.0
221-224	1947.9	2011.7	2015.7	2010.9				
SIDE								
225-232	2092.5	2050.1	1910.7	1850.8	1880.7	1891.7	1893.4	1906.1
233-236	1919.4	N.G.	2009.5	2029.5				
SPLITTER								
237-244	2136.5	N.G.	N.G.	1985.2	1973.1	1989.7	1981.8	1965.2
245	1960.6							
BOTTOM								
301-308	N.G.	1950.8	1951.9	1954.9	1955.7	1963.4	1989.5	1998.4
309	1999.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.533	N.G.	N.G.	N.G.	-0.416	-0.358	N.G.
318-320	N.G.	-0.236	-0.157					
NACELLE SIDE								
321-328	N.G.	0.020	-0.028	-0.127	-0.171	-0.224	-0.210	N.G.
329	-0.291							
CANOPY SIDE								
330-334	N.G.	-0.223	N.G.	N.G.	-0.074			
CANOPY CENTER LINE								
335-342	0.530	-0.158	-0.565	-0.768	-0.618	-0.434	0.033	0.321
CANOPY SIDE								
343-344	0.037	0.320						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 56 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.29	-4.02	0.599	0.312	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.7	2087.6	2083.1	0.52	0.38	0.77	0.371

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9986	0.9981	0.9989	0.9960	1.0010	1.0008	1.0008	N.G.
109-116	1.0008	1.0008	1.0010	1.0010	1.0005	1.0012	1.0010	1.0011
117-124	1.0005	1.0010	1.0008	N.G.	0.9994	1.0010	1.0007	1.0007
125-130	1.0008	N.G.	1.0008	1.0008	1.0001	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9516	0.9155	N.G.	0.8843	N.G.	0.9834	0.9501
139-142	0.9140	0.8913	0.8746	0.8724				
BOUNDARY LAYER DUCT								
143-144	0.8679	0.7880						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2085.7	2090.2	2091.4	N.G.	2083.2	N.G.		
RAKE BULLET								
207-212	2073.0	2073.9	2075.0	2075.0	2067.9	N.G.		
TOP								
213-220	1414.9	2125.5	N.G.	2090.2	2071.6	2071.6	2069.6	2071.6
221-224	2073.0	2094.8	2095.9	2094.2				
SIDE								
225-232	1877.9	2135.1	2102.1	2064.8	2060.9	2058.9	2053.8	2060.6
233-236	2062.8	N.G.	2093.3	2100.7				
SPLITTER								
237-244	2135.4	N.G.	N.G.	2089.4	2084.0	2088.5	2084.9	2079.5
245	2077.2							
BOTTOM								
301-308	N.G.	2095.6	2082.6	2078.5	2075.7	2075.7	2086.2	2090.3
309	2090.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.515	N.G.	N.G.	N.G.	-0.475	-0.381	N.G.
318-320	N.G.	-0.241	-0.160					
NACELLE SIDE								
321-328	N.G.	-0.319	-0.250	-0.290	-0.298	-0.295	-0.234	N.G.
329	-0.304							
CANOPY SIDE								
330-334	N.G.	-0.215	N.G.	N.G.	-0.026			
CANOPY CENTER LINE								
335-342	0.532	-0.149	-0.550	-0.741	-0.582	-0.388	0.139	0.408
CANOPY SIDE								
343-344	0.121	-0.167						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 57 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.18	3.97	0.598	0.312	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.001	2135.3	2088.4	2084.4	0.30	0.41	0.77	0.371

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9992	1.0004	1.0007	0.9981	1.0004	1.0007	1.0008	N.G.
109-116	1.0008	1.0008	1.0001	1.0010	1.0007	1.0011	1.0010	1.0008
117-124	1.0007	1.0008	1.0010	N.G.	1.0007	1.0010	1.0005	1.0008
125-130	1.0010	N.G.	1.0010	1.0011	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9519	0.9172	N.G.	0.8834	N.G.	0.9876	0.9575
139-142	0.9213	0.9014	0.8845	0.8805				
BOUNDARY LAYER DUCT								
143-144	0.8679	0.7887						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2086.6	2090.8	2092.5	N.G.	2083.7	N.G.		
RAKE BULLET								
207-212	2075.0	2075.8	2076.4	2076.1	2069.3	N.G.		
TOP								
213-220	1289.8	2083.2	N.G.	2114.8	2103.2	2101.0	2097.0	2095.0
221-224	2094.2	2097.0	2097.0	2095.9				
SIDE								
225-232	1135.3	2003.6	2115.1	2135.1	2127.2	2117.6	2109.2	2104.4
233-236	2100.4	N.G.	2097.3	2103.2				
SPLITTER								
237-244	2133.7	N.G.	N.G.	2063.4	2065.1	2080.9	2083.2	2079.5
245	2078.9							
BOTTOM								
301-308	N.G.	2116.1	2111.0	2106.1	2104.8	2097.2	2093.1	2092.0
309	2092.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.396	N.G.	N.G.	N.G.	-0.521	-0.392	N.G.
318-320	N.G.	-0.253	-0.176					
NACELLE SIDE								
321-328	N.G.	-1.128	-1.104	P.O.	P.O.	P.O.	-0.481	N.G.
329	-0.352							
CANOPY SIDE								
330-334	N.G.	-0.433	N.G.	N.G.	-0.096			
CANOPY CENTER LINE								
335-342	0.531	-0.144	-0.555	-0.750	-0.588	-0.393	0.138	0.407
CANOPY SIDE								
343-344	0.096	0.327						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER.
PT 58 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
2.05	4.01	0.599	0.529	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.3	1991.8	1982.8	0.97	1.14	1.31	0.630

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9995	1.0000	1.0004	0.9912	1.0007	0.9999	1.0006	N.G.
109-116	1.0008	1.0001	1.0006	1.0007	1.0006	1.0000	1.0008	1.0010
117-124	1.0006	1.0007	1.0008	N.G.	1.0008	1.0007	1.0004	1.0008
125-130	0.9995	N.G.	1.0007	1.0006	1.0004	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9838	0.9657	N.G.	0.8972	N.G.	0.9998	0.9966
139-142	0.9712	0.9397	0.9024	0.8848				
BOUNDARY LAYER DUCT								
143-144	0.8648	0.7892						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1984.4	1998.8	2004.1	N.G.	1979.8	N.G.		
RAKE BULLET								
207-212	1950.2	1953.6	1957.2	1955.0	1946.8	N.G.		
TOP								
213-220	1554.9	2121.9	N.G.	2017.7	2000.4	2000.7	1995.1	1994.8
221-224	1994.0	2019.1	2019.4	2015.4				
SIDE								
225-232	1410.3	2112.8	2130.3	2080.1	2047.0	2028.1	2018.5	1999.3
233-236	1994.0	N.G.	2017.4	2036.0				
SPLITTER								
237-244	2131.7	N.G.	N.G.	1942.3	1944.5	1978.4	1980.1	1967.1
245	2133.2							
BOTTOM								
301-308	N.G.	2045.2	2033.0	2028.4	2023.0	2006.4	2003.8	2004.3
309	2001.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.140	N.G.	N.G.	N.G.	-0.463	-0.378	N.G.
318-320	N.G.	-0.247	-0.171					
NACELLE SIDE								
321-328	N.G.	-1.281	-0.948	P.O.	P.O.	-0.652	-0.418	N.G.
329	-0.361							
CANOPY SIDE								
330-334	N.G.	-0.443	N.G.	N.G.	-0.148			
CANOPY CENTER LINE								
335-342	0.529	-0.148	-0.565	-0.772	-0.619	-0.434	0.034	0.319
CANOPY SIDE								
343-344	0.005	0.269						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 59 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.95	4.01	0.599	0.697	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2132.5	1867.0	1849.3	2.65	2.05	1.72	0.830

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9902	0.9992	1.0004	0.9745	1.0007	1.0006	1.0008	N.G.
109-116	1.0006	1.0004	1.0007	1.0008	1.0006	1.0007	1.0008	1.0010
117-124	1.0005	1.0008	1.0008	N.G.	1.0006	1.0008	1.0008	1.0008
125-130	1.0008	N.G.	1.0008	1.0008	1.0004	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9975	0.9830	N.G.	0.9041	N.G.	0.9999	0.9995
139-142	0.9859	0.9558	0.9103	0.8834				
BOUNDARY LAYER DUCT								
143-144	0.8596	0.7878						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1854.2	1878.8	1889.5	N.G.	1845.7	N.G.		
RAKE BULLET								
207-212	1786.7	1793.2	1801.7	1795.7	1784.5	N.G.		
TOP								
213-220	1836.4	2078.1	N.G.	1844.6	1837.3	1851.9	1849.7	1855.3
221-224	1858.1	1919.7	1919.7	1909.5				
SIDE								
225-232	1737.0	2134.0	2048.7	1938.3	1903.6	1882.7	1866.6	1846.0
233-236	1843.2	N.G.	1916.3	1950.5				
SPLITTER								
237-244	2134.0	N.G.	N.G.	1793.5	1797.2	1849.7	1847.1	1824.0
245	1851.7							
BOTTOM								
301-308	N.G.	1928.6	1924.0	1920.4	1913.8	1889.5	1889.2	1892.0
309	1891.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.424	N.G.	N.G.	N.G.	-0.391	-0.355	N.G.
318-320	N.G.	-0.244	-0.170					
NACELLE SIDE								
321-328	N.G.	-0.947	-0.748	-0.704	-0.665	-0.587	-0.395	N.G.
329	-0.351							
CANOPY SIDE								
330-334	N.G.	-0.448	N.G.	N.G.	-0.176			
CANOPY CENTER LINE								
335-342	0.527	-0.152	-0.575	-0.787	-0.642	-0.462	-0.031	0.211
CANOPY SIDE								
343-344	-0.049	0.184						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 60 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	4.00	0.597	0.872	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2128.0	1655.0	1613.8	5.61	3.46	2.15	1.039

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9640	0.9960	1.0000	0.9451	1.0007	1.0010	1.0008	N.G.
109-116	1.0008	0.9993	1.0010	1.0011	1.0011	1.0011	1.0008	1.0011
117-124	1.0011	1.0011	1.0008	N.G.	1.0010	1.0010	1.0008	1.0008
125-130	1.0007	N.G.	1.0008	1.0010	1.0008	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9997	0.9916	N.G.	0.9090	N.G.	0.9995	0.9999
139-142	0.9925	0.9656	0.9144	0.8801				
BOUNDARY LAYER DUCT								
143-144	0.8464	0.7866						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1635.1	1671.5	1693.5	N.G.	1619.8	N.G.		
RAKE BULLET								
207-212	1498.4	1514.0	1528.9	1512.5	1495.0	N.G.		
TOP								
213-220	2051.3	1920.0	N.G.	1518.5	1535.7	1588.2	1597.5	1611.4
221-224	1622.1	1754.2	1755.4	1734.2				
SIDE								
225-232	1995.6	2056.6	1822.6	1638.2	1626.3	1610.0	1600.4	1570.1
233-236	1574.9	N.G.	1749.7	1810.7				
SPLITTER								
237-244	2134.3	N.G.	N.G.	1561.7	1549.5	1644.7	1641.9	1591.6
245	1581.7							
BOTTOM								
301-308	N.G.	1720.1	1730.3	1730.1	1722.9	1683.8	1701.4	1707.6
309	1709.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.118	N.G.	N.G.	N.G.	-0.322	-0.330	N.G.
318-320	N.G.	-0.238	-0.167					
NACELLE SIDE								
321-328	N.G.	-0.590	-0.528	-0.560	-0.561	-0.528	-0.372	N.G.
329	-0.341							
CANOPY SIDE								
330-334	N.G.	-0.452	N.G.	N.G.	-0.203			
CANOPY CENTER LINE								
335-342	0.527	-0.157	-0.583	P.O.	-0.661	-0.488	-0.094	0.080
CANOPY SIDE								
343-344	-0.101	0.080						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 61 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.94	4.00	0.598	0.811	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.1	1743.7	1712.5	4.38	2.86	2.00	0.966

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9791	0.9983	1.0002	0.9573	1.0005	1.0008	1.0008	N.G.
109-116	1.0006	0.9995	1.0006	1.0006	1.0008	1.0011	1.0006	1.0008
117-124	1.0007	1.0008	1.0004	N.G.	1.0007	1.0006	1.0007	1.0007
125-130	1.0008	N.G.	1.0007	1.0006	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9995	0.9891	N.G.	0.9075	N.G.	0.9997	0.9998
139-142	0.9908	0.9628	0.9135	0.8817				
BOUNDARY LAYER DUCT								
143-144	0.8526	0.7880						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1728.3	1756.5	1775.4	N.G.	1714.4	N.G.		
RAKE BULLET								
207-212	1620.1	1632.0	1636.8	1632.0	1620.1	N.G.		
TOP								
213-220	1990.8	1989.2	N.G.	1652.0	1656.5	1696.1	1701.2	1710.2
221-224	1720.4	1820.6	1823.1	1804.5				
SIDE								
225-232	1920.0	2097.9	1920.0	1763.3	1741.5	1716.4	1690.4	1685.1
233-236	1685.1	N.G.	1818.1	1868.9				
SPLITTER								
237-244	2134.0	N.G.	N.G.	1656.5	1647.5	1730.0	1727.7	1687.9
245	1679.7							
BOTTOM								
301-308	N.G.	1803.8	1811.4	1808.9	1801.7	1768.2	1778.7	1783.6
309	1784.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.213	N.G.	N.G.	N.G.	-0.340	-0.336	N.G.
318-320	N.G.	-0.237	-0.168					
NACELLE SIDE								
321-328	N.G.	-0.700	-0.586	-0.602	-0.593	0.020	-0.370	N.G.
329	-0.344							
CANOPY SIDE								
330-334	N.G.	-0.449	N.G.	N.G.	-0.191			
CANOPY CENTER LINE								
335-342	0.528	-0.154	-0.578	-0.794	-0.652	-0.477	-0.070	0.131
CANOPY SIDE								
343-344	-0.081	0.120						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 62 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.94	7.98	0.598	0.870	2.50	2.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2129.1	1659.7	1620.5	5.50	3.51	2.15	1.036

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9793	0.9996	1.0006	0.9462	1.0000	0.9996	1.0010	N.G.
109-116	1.0008	0.9993	1.0008	1.0010	1.0008	1.0011	1.0008	1.0008
117-124	1.0000	1.0008	1.0006	N.G.	1.0005	1.0007	1.0004	1.0007
125-130	1.0004	N.G.	1.0006	1.0006	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9994	0.9933	N.G.	0.9058	N.G.	0.9963	0.9973
139-142	0.9916	0.9636	0.9051	0.8622				
BOUNDARY LAYER DUCT								
143-144	0.8130	0.7694						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1637.1	1676.9	1699.7	N.G.	1624.9	N.G.		
RAKE BULLET								
207-212	1507.2	1522.1	1534.6	1521.3	1503.5	N.G.		
TOP								
213-220	1993.1	1952.7	N.G.	1615.3	1624.1	1664.5	1661.6	1668.1
221-224	1671.8	1759.0	1760.2	1739.3				
SIDE								
225-232	1672.9	2133.2	2010.6	1842.1	1778.5	1733.1	1690.7	1662.2
233-236	1650.9	N.G.	1758.5	1818.1				
SPLITTER								
237-244	2130.0	N.G.	N.G.	1526.9	1527.2	1639.0	1643.0	1596.7
245	1851.7							
BOTTOM								
301-308	N.G.	1798.6	1801.5	1796.1	1784.3	1728.0	1715.5	1713.7
309	1714.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.251	N.G.	N.G.	N.G.	-0.371	-0.382	N.G.
318-320	N.G.	-0.294	-0.227					
NACELLE SIDE								
321-328	N.G.	-1.299	-1.037	P.O.	P.O.	-0.729	-0.462	N.G.
329	-0.359							
CANOPY SIDE								
330-334	N.G.	-0.598	N.G.	N.G.	-0.279			
CANOPY CENTER LINE								
335-342	0.496	-0.169	-0.591	P.O.	-0.668	-0.498	-0.109	0.069
CANOPY SIDE								
343-344	-0.137	0.034						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 63 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.94	7.99	0.599	0.807	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2131.7	1750.4	1720.8	3.95	2.91	1.99	0.960

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9853	1.0000	1.0002	0.9614	1.0000	1.0004	1.0006	N.G.
109-116	1.0006	1.0000	1.0007	1.0006	1.0005	1.0008	1.0007	1.0006
117-124	1.0004	1.0006	1.0007	N.G.	1.0006	1.0007	1.0004	1.0006
125-130	1.0006	N.G.	0.9999	1.0006	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9995	0.9922	N.G.	0.9053	N.G.	0.9970	0.9978
139-142	0.9918	0.9633	0.9069	0.8672				
BOUNDARY LAYER DUCT								
143-144	0.8216	0.7703						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1733.8	1764.0	1782.9	N.G.	1720.8	N.G.		
RAKE BULLET								
207-212	1630.4	1641.7	1646.5	1641.7	1629.3	N.G.		
TOP								
213-220	1925.2	2013.0	N.G.	1729.3	1728.1	1756.4	1752.7	1755.8
221-224	1761.2	1827.0	1828.9	1812.8				
SIDE								
225-232	1564.9	2135.6	2064.7	1927.8	1865.9	1822.2	1781.8	1761.5
233-236	1749.3	N.G.	1827.0	1875.2				
SPLITTER								
237-244	2130.5	N.G.	N.G.	1628.7	1632.4	1726.4	1730.4	1694.3
245	1686.9							
BOTTOM								
301-308	N.G.	1866.4	1866.2	1861.0	1851.6	1802.7	1793.3	1790.4
309	1790.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.325	N.G.	N.G.	N.G.	-0.394	-0.393	N.G.
318-320	N.G.	-0.298	-0.230					
NACELLE SIDE								
321-328	N.G.	-1.437	-1.059	P.O.	P.O.	-0.755	-0.471	N.G.
329	-0.363							
CANOPY SIDE								
330-334	N.G.	-0.602	N.G.	N.G.	-0.273			
CANOPY CENTER LINE								
335-342	0.496	-0.170	-0.593	P.O.	-0.667	-0.495	-0.092	0.109
CANOPY SIDE								
343-344	-0.123	0.071						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY. 24E OVAL INLET. LONG SPLITTER.
PT 64 BOUNDARY LAYER DUCT OPEN. BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.95	7.99	0.599	0.694	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2135.9	1873.3	1854.9	1.50	2.06	1.72	0.826

TOTAL PRESSURE RATIOS. PT/PTO

INLET RAKE								
101-108	0.9933	1.0000	1.0008	0.9861	1.0001	1.0008	1.0010	N.G.
109-116	1.0006	1.0006	1.0007	1.0008	1.0007	1.0011	1.0007	1.0008
117-124	1.0008	1.0011	1.0008	N.G.	1.0007	1.0011	1.0006	1.0008
125-130	1.0008	N.G.	1.0007	1.0010	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9994	0.9893	N.G.	0.9058	N.G.	0.9980	0.9989
139-142	0.9914	0.9625	0.9102	0.8764				
BOUNDARY LAYER DUCT								
143-144	0.8434	0.7779						

INLET STATIC PRESSURES. PS

RAKE WALL								
201-206	1863.0	1883.9	1895.2	N.G.	1851.1	N.G.		
RAKE BULLET								
207-212	1793.2	1806.1	1805.9	1802.0	1792.1	N.G.		
TOP								
213-220	1758.2	2085.3	N.G.	1897.7	1885.8	1895.7	1888.7	1888.7
221-224	1888.4	1924.5	1924.2	1914.6				
SIDE								
225-232	1353.9	2119.9	2124.7	2043.1	1989.5	1954.2	1924.5	1902.8
233-236	1890.9	N.G.	1923.4	1955.9				
SPLITTER								
237-244	2129.5	N.G.	N.G.	1767.3	1780.0	1847.2	1852.2	1829.1
245	1825.7							
BOTTOM								
301-308	N.G.	1966.1	1960.8	1955.9	1949.5	1915.8	1900.7	1897.6
309	1897.9							

STATIC PRESSURE COEFFICIENTS. CP

NACELLE TOP								
310-317	N.G.	-0.522	N.G.	N.G.	N.G.	-0.451	-0.405	N.G.
318-320	N.G.	-0.298	-0.229					
NACELLE SIDE								
321-328	N.G.	-1.575	-1.240	P.O.	P.O.	P.O.	-0.488	N.G.
329	-0.361							
CANOPY SIDE								
330-334	N.G.	-0.593	N.G.	N.G.	-0.253			
CANOPY CENTER LINE								
335-342	0.496	-0.164	-0.584	P.O.	-0.650	-0.475	-0.051	0.189
CANOPY SIDE								
343-344	-0.086	0.142						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE. P.O PRESSURE OVERFLOW. DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 65 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	7.99	0.598	0.529	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2136.7	1994.3	1984.8	0.45	1.18	1.31	0.629

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9984	1.0004	1.0006	0.9964	1.0000	1.0007	1.0006	N.G.
109-116	1.0006	1.0006	1.0008	1.0002	1.0006	1.0010	1.0007	1.0008
117-124	1.0006	1.0005	1.0006	N.G.	1.0004	1.0006	1.0007	1.0005
125-130	1.0006	N.G.	1.0005	1.0006	1.0007	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9981	0.9772	N.G.	0.9009	N.G.	0.9989	0.9991
139-142	0.9837	0.9519	0.9074	0.8832				
BOUNDARY LAYER DUCT								
143-144	0.8540	0.7860						

INLET STATIC PRESSURE PS

RAKE WALL								
201-206	1988.9	2000.2	2006.7	N.G.	1981.6	N.G.		
RAKE BULLET								
207-212	1952.5	1955.6	1958.4	1957.0	1949.1	N.G.		
TOP								
213-220	1468.8	2106.1	N.G.	2046.5	2028.7	2026.7	2018.8	2016.0
221-224	2013.7	2021.1	2021.4	2016.8				
SIDE								
225-232	1111.1	2043.7	2136.0	2123.6	2091.7	2068.0	2048.8	2032.9
233-236	2023.6	N.G.	2022.2	2038.3				
SPLITTER								
237-244	2127.2	N.G.	N.G.	1917.5	1930.2	1973.6	1979.0	1968.6
245	2136.0							
BOTTOM								
301-308	N.G.	2057.2	2050.3	2046.5	2041.4	2023.2	2010.4	2006.3
309	2005.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-1.501	N.G.	N.G.	N.G.	-0.534	-0.434	N.G.
318-320	N.G.	-0.304	-0.233					
NACELLE SIDE								
321-328	N.G.	-1.211	-1.217	P.O.	P.O.	P.O.	-0.594	N.G.
329	-0.350							
CANOPY SIDE								
330-334	N.G.	-0.587	N.G.	N.G.	-0.220			
CANOPY CENTER LINE								
335-342	0.499	-0.159	-0.574	-0.775	-0.626	-0.446	0.018	0.306
CANOPY SIDE								
343-344	-0.025	0.240						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 66 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	7.99	0.599	0.316	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2136.9	2088.5	2084.0	0.25	0.41	0.78	0.376

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9995	1.0004	1.0005	0.9984	0.9996	1.0005	1.0005	N.G.
109-116	1.0007	1.0006	1.0007	1.0010	1.0005	1.0006	1.0005	1.0008
117-124	1.0006	1.0007	1.0005	N.G.	1.0006	1.0006	1.0005	1.0006
125-130	1.0004	N.G.	1.0006	1.0006	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9796	0.9399	N.G.	0.8903	N.G.	0.9986	0.9859
139-142	0.9489	0.9224	0.8955	0.8865				
BOUNDARY LAYER DUCT								
143-144	0.8616	0.7849						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2086.6	2090.5	2092.8	N.G.	2084.0	N.G.		
RAKE BULLET								
207-212	2074.2	2075.3	2073.0	2075.6	2069.6	N.G.		
TOP								
213-220	1204.5	2045.1	N.G.	2117.1	2110.9	2109.7	2105.8	2102.7
221-224	2102.1	2096.8	2097.9	2095.6				
SIDE								
225-232	1071.3	1901.9	2070.8	2131.5	2136.3	2129.8	2120.8	2117.4
233-236	2112.3	N.G.	2099.3	2104.9				
SPLITTER								
237-244	2127.5	N.G.	N.G.	2048.2	2054.7	2078.1	2081.2	2079.0
245	2078.4							
BOTTOM								
301-308	N.G.	2106.8	2109.7	2109.4	2107.6	2102.2	2095.6	2092.3
309	2092.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.458	N.G.	N.G.	N.G.	-0.629	-0.457	N.G.
318-320	N.G.	-0.311	-0.230					
NACELLE SIDE								
321-328	N.G.	-0.998	-1.016	P.O.	P.O.	P.O.	P.O.	N.G.
329	-0.382							
CANOPY SIDE								
330-334	N.G.	-0.577	N.G.	N.G.	-0.158			
CANOPY CENTER LINE								
335-342	0.502	-0.150	-0.556	-0.747	-0.587	-0.398	0.124	0.419
CANOPY SIDE								
343-344	0.075	0.311						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 67 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.95	-7.98	0.598	0.311	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2135.8	2088.9	2084.5	0.77	0.33	0.77	0.370

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9966	0.9969	0.9933	0.9944	1.0008	1.0007	1.0010	N.G.
109-116	1.0005	1.0005	1.0007	1.0008	1.0007	1.0001	1.0007	1.0008
117-124	1.0007	1.0008	1.0001	N.G.	1.0007	1.0008	1.0007	1.0008
125-130	1.0007	N.G.	1.0007	1.0010	1.0008	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9733	0.9382	N.G.	0.8933	N.G.	0.9930	0.9696
139-142	0.9317	0.9021	0.8787	0.8757				
BOUNDARY LAYER DUCT								
143-144	0.8632	0.7858						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2087.7	2091.1	2092.0	N.G.	2084.9	N.G.		
RAKE BULLET								
207-212	2074.2	2075.0	2076.7	2075.9	2069.4	N.G.		
TOP								
213-220	1455.5	2130.6	N.G.	2071.6	2052.1	2054.7	2055.5	2058.9
221-224	2061.7	2096.8	2097.0	2096.2				
SIDE								
225-232	2102.1	2080.4	1998.8	1979.3	2000.8	2020.8	2029.0	2035.8
233-236	2043.7	N.G.	2092.8	2099.3				
SPLITTER								
237-244	2133.2	N.G.	N.G.	2103.0	2094.5	2094.5	2088.6	2080.9
245	2077.6							
BOTTOM								
301-308	N.G.	2056.7	2050.3	2050.6	2051.3	2063.4	2083.8	2090.7
309	2091.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.528	N.G.	N.G.	N.G.	-0.513	-0.416	N.G.
318-320	N.G.	-0.282	-0.204					
NACELLE SIDE								
321-328	N.G.	0.197	0.106	0.014	-0.029	-0.095	-0.132	N.G.
329	-0.261							
CANOPY SIDE								
330-334	N.G.	-0.140	N.G.	N.G.	-0.026			
CANOPY CENTER LINE								
335-342	0.502	-0.164	-0.549	-0.732	-0.578	-0.388	0.125	0.419
CANOPY SIDE								
343-344	0.118	0.431						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 68 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	-7.98	0.600	0.525	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.9	1990.2	1978.9	2.86	1.05	1.30	0.624

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9887	0.9883	0.9723	0.9855	1.0008	1.0007	1.0005	N.G.
109-116	0.9996	0.9998	1.0007	1.0008	1.0007	1.0007	1.0000	1.0008
117-124	1.0006	1.0007	1.0006	N.G.	1.0007	1.0006	1.0006	1.0007
125-130	1.0006	N.G.	1.0006	1.0006	1.0006	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9950	0.9760	N.G.	0.9050	N.G.	0.9975	0.9947
139-142	0.9734	0.9380	0.8965	0.8739				
BOUNDARY LAYER DUCT								
143-144	0.8536	0.7848						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1986.2	1997.5	1999.8	N.G.	1977.4	N.G.		
RAKE BULLET								
207-212	1944.7	1948.4	1952.3	1950.6	1942.4	N.G.		
TOP								
213-220	1790.3	2098.9	N.G.	1878.6	1869.9	1890.2	1900.6	1915.6
221-224	1928.0	2013.3	2015.0	2011.6				
SIDE								
225-232	2131.0	1844.2	1666.9	1670.3	1779.0	1819.3	1844.2	1860.3
233-236	1880.9	N.G.	2004.8	2020.1				
SPLITTER								
237-244	2133.9	N.G.	N.G.	2009.9	1991.0	1998.1	1985.4	1965.6
245	1960.2							
BOTTOM								
301-308	N.G.	1882.8	1894.8	1905.5	1911.4	1940.8	1982.8	1996.1
309	1998.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.462	N.G.	N.G.	N.G.	-0.425	-0.387	N.G.
318-320	N.G.	-0.278	-0.204					
NACELLE SIDE								
321-328	N.G.	0.461	0.313	0.172	0.099	-0.017	-0.092	N.G.
329	-0.242							
CANOPY SIDE								
330-334	N.G.	-0.150	N.G.	N.G.	-0.079			
CANOPY CENTER LINE								
335-342	0.498	-0.176	-0.569	-0.765	-0.622	-0.440	0.015	0.306
CANOPY SIDE								
343-344	0.032	0.330						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 69 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.95	-7.98	0.599	0.690	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2123.5	1862.9	1842.8	5.23	1.78	1.71	0.821

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9734	0.9762	0.9487	0.9709	1.0005	1.0005	1.0002	N.G.
109-116	0.9847	0.9910	1.0005	1.0007	1.0004	1.0006	1.0001	1.0002
117-124	1.0005	1.0005	1.0004	N.G.	1.0005	1.0005	1.0004	1.0006
125-130	1.0006	N.G.	1.0006	1.0005	1.0004	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9970	0.9871	N.G.	0.9090	N.G.	0.9975	0.9969
139-142	0.9865	0.9543	0.9054	0.8746				
BOUNDARY LAYER DUCT								
143-144	0.8411	0.7763						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1853.5	1876.9	1879.5	N.G.	1841.6	N.G.		
RAKE BULLET								
207-212	1779.0	1785.2	1794.5	1788.6	1774.7	N.G.		
TOP								
213-220	1986.5	1974.9	N.G.	1620.8	1635.0	1691.7	1719.7	1747.1
221-224	1765.4	1909.4	1910.2	1903.5				
SIDE								
225-232	2071.8	1582.4	1286.0	1305.5	1527.9	1595.7	1640.9	1663.2
233-236	1697.4	N.G.	1891.9	1913.1				
SPLITTER								
237-244	2135.6	N.G.	N.G.	1877.2	1850.1	1870.4	1853.5	1818.8
245	1812.3							
BOTTOM								
301-308	N.G.	1644.1	1695.0	1726.7	1743.6	1796.3	1857.2	1876.4
309	1877.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.202	N.G.	N.G.	N.G.	-0.372	-0.365	N.G.
318-320	N.G.	-0.274	-0.202					
NACELLE SIDE								
321-328	N.G.	0.604	0.424	0.264	0.177	0.037	-0.065	N.G.
329	-0.236							
CANOPY SIDE								
330-334	N.G.	-0.155	N.G.	N.G.	-0.113			
CANOPY CENTER LINE								
335-342	0.496	-0.182	-0.579	-0.783	-0.646	-0.470	-0.050	0.195
CANOPY SIDE								
343-344	-0.021	0.240						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 70 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	-7.98	0.600	0.787	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.986	2104.9	1739.8	1709.9	8.71	2.43	1.95	0.936

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9518	0.9284	0.9147	0.9559	1.0005	1.0005	1.0004	N.G.
109-116	0.9407	0.9757	0.9996	1.0006	1.0004	0.9699	0.9793	0.9984
117-124	1.0005	1.0005	1.0002	N.G.	0.9989	1.0004	1.0004	0.9998
125-130	1.0001	N.G.	1.0004	1.0005	1.0002	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9971	0.9903	N.G.	0.9097	N.G.	0.9975	0.9974
139-142	0.9908	0.9618	0.9094	0.8738				
BOUNDARY LAYER DUCT								
143-144	0.8235	0.7707						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1729.0	1756.7	1762.3	N.G.	1711.2	N.G.		
RAKE BULLET								
207-212	1615.5	1626.8	1639.5	1627.3	1615.2	N.G.		
TOP								
213-220	2061.6	1852.7	N.G.	1375.5	1400.6	1510.7	1546.9	1587.8
221-224	1615.2	1804.7	1803.0	1796.5				
SIDE								
225-232	2021.2	1435.1	1053.3	1087.8	1223.0	1361.1	1445.2	1487.6
233-236	1533.6	N.G.	1776.1	1812.8				
SPLITTER								
237-244	2137.3	N.G.	N.G.	1742.5	1706.1	1745.1	1723.9	1674.5
245	1669.1							
BOTTOM								
301-308	N.G.	1385.5	1500.9	1556.6	1589.4	1663.6	1740.8	1758.7
309	1759.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.048	N.G.	N.G.	N.G.	-0.331	-0.349	N.G.
318-320	N.G.	-0.268	-0.197					
NACELLE SIDE								
321-328	N.G.	0.670	0.476	0.313	0.220	0.066	-0.048	N.G.
329	-0.227							
CANOPY SIDE								
330-334	N.G.	-0.156	N.G.	N.G.	-0.129			
CANOPY CENTER LINE								
335-342	0.497	-0.182	-0.582	P.O.	-0.655	-0.484	-0.087	0.120
CANOPY SIDE								
343-344	-0.049	0.190						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 71 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
1.96	-7.98	0.599	0.837	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.975	2082.5	1643.8	1607.0	12.48	2.87	2.07	0.996

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9292	0.8789	0.8803	0.9415	1.0004	1.0006	0.9987	N.G.
109-116	0.9068	0.9621	1.0005	1.0006	1.0004	0.9153	0.9451	0.9951
117-124	1.0006	1.0006	1.0002	N.G.	0.9790	1.0004	1.0004	1.0004
125-130	1.0000	N.G.	0.9970	1.0006	1.0006	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9967	0.9912	N.G.	0.9097	N.G.	0.9974	0.9973
139-142	0.9923	0.9652	0.9113	0.8732				
BOUNDARY LAYER DUCT								
143-144	0.8129	0.7686						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1626.8	1663.8	1672.2	N.G.	1612.4	N.G.		
RAKE BULLET								
207-212	1485.3	1511.9	1519.5	1501.7	1488.4	N.G.		
TOP								
213-220	2083.0	1785.5	N.G.	1216.5	1219.3	1380.3	1420.4	1465.8
221-224	1498.9	1707.0	1705.8	1709.8				
SIDE								
225-232	1999.8	1383.7	1005.9	1049.9	1190.0	1235.2	1282.0	1315.9
233-236	1366.2	N.G.	1669.1	1718.0				
SPLITTER								
237-244	2137.3	N.G.	N.G.	1626.8	1578.5	1635.0	1609.0	1548.0
245	1553.4							
BOTTOM								
301-308	N.G.	1216.7	1377.6	1448.7	1487.1	1554.3	1636.2	1654.4
309	1660.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.019	N.G.	N.G.	N.G.	-0.314	-0.342	N.G.
318-320	N.G.	-0.266	-0.198					
NACELLE SIDE								
321-328	N.G.	0.697	0.503	0.333	0.238	0.080	-0.040	N.G.
329	-0.224							
CANOPY SIDE								
330-334	N.G.	-0.156	N.G.	N.G.	-0.137			
CANOPY CENTER LINE								
335-342	0.496	-0.183	-0.586	P.O.	-0.661	-0.491	-0.106	0.077
CANOPY SIDE								
343-344	-0.064	0.163						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 72 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
5.39	-0.04	0.597	0.852	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.992	2117.1	1670.4	1631.8	8.28	3.09	2.10	1.015

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9782	0.9854	0.9762	0.9188	1.0004	1.0006	1.0005	N.G.
109-116	1.0004	0.9285	1.0006	1.0008	1.0006	1.0008	1.0006	0.9747
117-124	1.0005	1.0006	1.0006	N.G.	1.0007	0.9998	1.0005	1.0007
125-130	1.0005	N.G.	1.0005	1.0007	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9431	0.9054	N.G.	0.8567	N.G.	0.9750	0.9543
139-142	0.9047	0.9010	0.8676	0.8426				
BOUNDARY LAYER DUCT								
143-144	0.8201	0.7733						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1651.9	1688.6	1703.3	N.G.	1637.8	N.G.		
RAKE BULLET								
207-212	1523.1	1536.1	1545.7	1533.3	1517.5	N.G.		
TOP								
213-220	1926.9	2009.9	N.G.	1554.2	1527.1	1569.5	1575.9	1594.0
221-224	1613.8	1760.6	1763.4	1746.5				
SIDE								
225-232	2131.9	1743.4	1409.1	1290.8	1393.3	1491.2	1486.2	1502.8
233-236	1527.9	N.G.	1754.7	1807.5				
SPLITTER								
237-244	2137.0	N.G.	N.G.	1599.7	1580.7	1663.5	1657.5	1607.0
245	1598.3							
BOTTOM								
301-308	N.G.	1626.7	1648.2	1652.3	1656.9	1664.6	1705.5	1714.7
309	1711.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.448	N.G.	N.G.	N.G.	-0.435	-0.354	N.G.
318-320	N.G.	-0.201	-0.104					
NACELLE SIDE								
321-328	N.G.	0.310	0.104	0.025	-0.040	-0.127	-0.180	N.G.
329	-0.324							
CANOPY SIDE								
330-334	N.G.	-0.447	N.G.	N.G.	-0.129			
CANOPY CENTER LINE								
335-342	0.428	-0.352	-0.784	P.O.	-0.706	-0.494	-0.055	0.104
CANOPY SIDE								
343-344	-0.052	0.143						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 73 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
8.59	-0.11	0.599	0.791	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2119.9	1755.3	1728.1	6.65	2.57	1.95	0.941

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9885	0.9914	0.9797	0.9346	1.0002	1.0005	1.0005	N.G.
109-116	1.0001	0.9419	1.0001	1.0004	1.0004	1.0005	1.0001	0.9787
117-124	1.0006	1.0006	1.0002	N.G.	1.0005	0.9996	1.0004	1.0005
125-130	1.0002	N.G.	1.0001	1.0005	1.0001	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9332	0.8986	N.G.	0.8546	N.G.	0.9679	0.9381
139-142	0.8984	0.8957	0.8656	0.8430				
BOUNDARY LAYER DUCT								
143-144	0.8252	0.7748						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1739.0	1770.6	1783.0	N.G.	1728.5	N.G.		
RAKE BULLET								
207-212	1643.0	1648.9	1656.8	1648.9	1637.1	N.G.		
TOP								
213-220	1842.3	2061.4	N.G.	1687.0	1659.4	1685.1	1686.2	1698.3
221-224	1714.1	1827.4	1831.0	1817.5				
SIDE								
225-232	2132.9	1842.3	1570.4	1478.9	1556.0	1618.4	1613.6	1623.8
233-236	1642.4	N.G.	1821.4	1866.0				
SPLITTER								
237-244	2135.1	N.G.	N.G.	1691.6	1680.3	1747.2	1741.8	1702.0
245	1693.5							
BOTTOM								
301-308	N.G.	1743.4	1750.8	1748.5	1749.3	1751.8	1781.5	1788.9
309	1786.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.558	N.G.	N.G.	N.G.	-0.460	-0.361	N.G.
318-320	N.G.	-0.193	-0.096					
NACELLE SIDE								
321-328	N.G.	0.229	0.047	-0.020	-0.077	-0.150	-0.191	N.G.
329	-0.326							
CANOPY SIDE								
330-334	N.G.	-0.446	N.G.	N.G.	-0.115			
CANOPY CENTER LINE								
335-342	0.430	-0.350	-0.780	P.O.	-0.697	-0.477	-0.031	0.146
CANOPY SIDE								
343-344	-0.027	0.172						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 74 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.00	-0.11	0.598	0.852	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.991	2115.3	1667.6	1649.1	8.40	3.12	2.11	1.015

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9778	0.9855	0.9763	0.9173	0.9996	1.0002	1.0004	N.G.
109-116	1.0000	0.9280	1.0001	1.0002	1.0002	1.0004	1.0001	0.9743
117-124	1.0004	1.0004	1.0002	N.G.	1.0001	0.9995	1.0004	1.0004
125-130	1.0002	N.G.	1.0002	1.0006	1.0004	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9411	0.9043	N.G.	0.8553	N.G.	0.9742	0.9410
139-142	0.9042	0.8955	0.8650	0.8419				
BOUNDARY LAYER DUCT								
143-144	0.8196	0.7728						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1648.6	1685.3	1701.2	N.G.	1635.1	N.G.		
RAKE BULLET								
207-212	1643.3	1532.6	1540.2	1529.5	1514.8	N.G.		
TOP								
213-220	1923.4	2009.8	N.G.	1554.3	1526.9	1569.6	1574.9	1592.2
221-224	1713.6	1759.0	1761.6	1744.6				
SIDE								
225-232	2130.3	1747.2	1414.0	1295.1	1394.5	1617.3	1487.1	1502.4
233-236	1526.7	N.G.	1752.5	1805.1				
SPLITTER								
237-244	2135.4	N.G.	N.G.	1595.8	1576.9	1660.5	1654.3	1604.3
245	1595.6							
BOTTOM								
301-308	N.G.	1741.9	1750.8	1660.5	1656.4	1662.0	1703.5	1714.2
309	1709.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.451	N.G.	N.G.	N.G.	-0.436	-0.355	N.G.
318-320	N.G.	-0.196	-0.100					
NACELLE SIDE								
321-328	N.G.	0.299	0.049	0.020	-0.045	-0.130	-0.194	N.G.
329	-0.324							
CANOPY SIDE								
330-334	N.G.	-0.450	N.G.	N.G.	-0.128			
CANOPY CENTER LINE								
335-342	0.428	-0.357	-0.787	P.O.	-0.708	-0.480	-0.056	0.106
CANOPY SIDE								
343-344	-0.030	0.142						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 75 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.00	-0.11	0.598	0.682	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2124.4	1871.3	1827.6	4.67	1.85	1.68	0.812

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9927	0.9958	0.9859	0.9543	1.0007	1.0007	1.0004	N.G.
109-116	1.0000	0.9571	1.0007	1.0008	1.0006	1.0008	1.0007	0.9820
117-124	1.0006	1.0008	1.0006	N.G.	1.0004	0.9989	1.0000	1.0007
125-130	1.0006	N.G.	1.0005	1.0007	1.0007	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9165	0.8857	N.G.	0.8523	N.G.	0.9492	0.9320
139-142	0.8852	0.8956	0.8646	0.8441				
BOUNDARY LAYER DUCT								
143-144	0.8288	0.7763						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1860.7	1882.7	1890.6	N.G.	1851.4	N.G.		
RAKE BULLET								
207-212	1643.6	1797.2	1802.5	1798.9	1789.3	N.G.		
TOP								
213-220	1692.7	2113.7	N.G.	1852.2	1819.7	1831.0	1827.9	1833.6
221-224	1715.3	1918.3	1921.1	1913.5				
SIDE								
225-232	2121.3	1975.6	1782.2	1708.5	1752.5	1620.1	1771.5	1781.9
233-236	1792.6	N.G.	1914.6	1947.4				
SPLITTER								
237-244	2135.1	N.G.	N.G.	1823.1	1814.9	1861.0	1857.9	1830.5
245	1824.3							
BOTTOM								
301-308	N.G.	1742.4	1752.1	1876.4	1873.1	1867.7	1885.1	1891.0
309	1889.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.950	N.G.	N.G.	N.G.	-0.505	-0.377	N.G.
318-320	N.G.	-0.196	-0.098					
NACELLE SIDE								
321-328	N.G.	0.101	0.051	-0.094	-0.131	-0.163	-0.192	N.G.
329	-0.334							
CANOPY SIDE								
330-334	N.G.	-0.445	N.G.	N.G.	-0.095			
CANOPY CENTER LINE								
335-342	0.429	-0.355	-0.777	P.O.	-0.685	-0.478	0.008	0.199
CANOPY SIDE								
343-344	-0.028	0.210						

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N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 76 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	M0	M/M*	LP	RP	BP
10.00	-0.11	0.599	0.516	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/M0
0.998	2129.2	1993.8	1932.2	2.70	1.02	1.27	0.614

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9980	0.9982	0.9975	0.9740	1.0004	1.0008	1.0004	N.G.
109-116	1.0004	0.9755	1.0005	1.0007	1.0008	1.0002	1.0006	0.9865
117-124	1.0008	1.0000	1.0007	N.G.	1.0007	0.9968	1.0007	1.0010
125-130	1.0007	N.G.	1.0008	1.0008	1.0007	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8789	0.8608	N.G.	0.8460	N.G.	0.9027	0.8990
139-142	0.8601	0.8956	0.8641	0.8427				
BOUNDARY LAYER DUCT								
143-144	0.8255	0.7740						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1988.3	2000.4	2004.1	N.G.	1982.4	N.G.		
RAKE BULLET								
207-212	1644.7	1953.9	1957.2	1956.1	1947.4	N.G.		
TOP								
213-220	1487.1	2134.3	N.G.	2007.8	1977.3	1978.1	1973.3	1972.8
221-224	1715.3	2017.7	2019.1	2015.1				
SIDE								
225-232	2038.6	2095.0	1988.9	1931.6	1943.1	1620.7	1945.4	1946.8
233-236	1951.3	N.G.	2015.1	2033.8				
SPLITTER								
237-244	2135.4	N.G.	N.G.	1966.3	1961.8	1985.8	1984.6	1970.2
245	1966.0							
BOTTOM								
301-308	N.G.	1745.2	1752.1	2015.6	2008.1	1993.6	2000.2	2003.8
309	2002.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.586	N.G.	N.G.	N.G.	-0.538	-0.391	N.G.
318-320	N.G.	-0.191	-0.096					
NACELLE SIDE								
321-328	N.G.	-0.111	0.051	-0.200	-0.220	-0.221	-0.189	N.G.
329	-0.342							
CANOPY SIDE								
330-334	N.G.	-0.438	N.G.	N.G.	-0.053			
CANOPY CENTER LINE								
335-342	0.432	-0.345	-0.764	P.O.	-0.655	-0.474	0.078	0.249
CANOPY SIDE								
343-344	-0.024	0.239						

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N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 77 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.00	-0.11	0.598	0.287	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.940	2006.2	1963.7	1925.0	2.60	0.42	0.71	0.342

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9411	0.9314	0.9295	0.9373	0.9441	0.9479	0.9450	N.G.
109-116	0.9275	0.9355	0.9459	0.9501	0.9463	0.9328	0.9274	0.9335
117-124	0.9462	0.9518	0.9471	N.G.	0.9283	0.9318	0.9449	0.9509
125-130	0.9456	N.G.	0.9320	0.9349	0.9444	0.9493		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7820	0.7692	N.G.	0.7798	N.G.	0.7614	0.8512
139-142	0.7650	0.8954	0.8619	0.7751				
BOUNDARY LAYER DUCT								
143-144	0.7751	0.7713						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1959.2	1963.7	1967.7	N.G.	1964.3	N.G.		
RAKE BULLET								
207-212	1645.3	1944.5	1948.2	1942.6	1935.5	N.G.		
TOP								
213-220	1733.1	2054.1	N.G.	1757.3	1759.9	1796.3	1816.9	1840.6
221-224	1715.0	1946.8	1957.0	1963.5				
SIDE								
225-232	1998.2	1887.5	1745.2	1720.1	1795.2	1620.4	1857.0	1870.6
233-236	1888.1	N.G.	1949.6	1960.6				
SPLITTER								
237-244	1931.0	N.G.	N.G.	1929.6	1937.5	1953.0	1960.9	1955.3
245	2132.9							
BOTTOM								
301-308	N.G.	1742.6	1750.0	1812.5	1831.9	1893.0	1931.9	1946.5
309	1957.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.092	N.G.	N.G.	N.G.	-0.576	-0.406	N.G.
318-320	N.G.	-0.193	-0.099					
NACELLE SIDE								
321-328	N.G.	-0.110	0.049	-0.213	-0.228	-0.236	-0.191	N.G.
329	-0.260							
CANOPY SIDE								
330-334	N.G.	-0.415	N.G.	N.G.	0.036			
CANOPY CENTER LINE								
335-342	0.437	-0.328	-0.708	-0.784	-0.445	-0.477	0.040	-0.022
CANOPY SIDE								
343-344	-0.026	-0.109						

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N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 78 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.06	-0.12	0.700	0.316	0.51	0.50	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.903	1926.4	1872.5	1896.0	4.71	0.54	0.78	0.346

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9065	0.8882	0.8853	0.8974	0.9125	0.9186	0.9118	N.G.
109-116	0.8818	0.8934	0.9121	0.9202	0.9131	0.8889	0.8813	0.8896
117-124	0.9114	0.9239	0.9139	N.G.	0.8819	0.8874	0.9094	0.9223
125-130	0.9120	N.G.	0.8885	0.8931	0.9096	0.9190		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6928	0.6945	N.G.	0.7038	N.G.	0.6808	0.6855
139-142	0.6886	0.6950	0.6998	0.7016				
BOUNDARY LAYER DUCT								
143-144	0.7017	0.7004						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1866.6	1870.6	1877.1	N.G.	1875.9	N.G.		
RAKE BULLET								
207-212	1845.7	1851.4	1855.9	1849.1	1840.1	N.G.		
TOP								
213-220	1800.0	1979.0	N.G.	1530.3	1535.7	1620.7	1654.0	1682.8
221-224	1758.2	1845.7	1861.0	1871.4				
SIDE								
225-232	1923.6	1731.4	1546.4	1516.5	1633.4	1732.8	1713.0	1739.6
233-236	1763.8	N.G.	1848.8	1863.8				
SPLITTER								
237-244	1816.4	N.G.	N.G.	1820.6	1831.9	1854.5	1867.7	1864.1
245	2134.0							
BOTTOM								
301-308	N.G.	1632.6	1671.0	1661.8	1684.8	1763.3	1817.1	1845.2
309	1865.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.008	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.193	-0.091					
NACELLE SIDE								
321-328	N.G.	-0.076	-0.231	-0.196	-0.214	-0.233	-0.178	N.G.
329	-0.251							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	0.001			
CANOPY CENTER LINE								
335-342	0.479	-0.304	P.O.	P.O.	-0.337	-0.061	-0.012	-0.043
CANOPY SIDE								
343-344	0.011	-0.126						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 79 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.06	-0.12	0.700	0.548	1.00	1.01	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.966	2061.8	1901.5	1896.8	8.59	0.73	1.35	0.600

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9663	0.9579	0.9150	0.9383	0.9712	0.9956	0.9948	N.G.
109-116	0.9150	0.9346	0.9735	0.9953	0.9980	0.9826	0.9212	0.9332
117-124	0.9729	0.9951	0.9974	N.G.	0.9346	0.9398	0.9737	0.9932
125-130	0.9946	N.G.	0.9601	0.9620	0.9795	0.9905		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7108	0.7172	N.G.	0.7217	N.G.	0.7091	0.7083
139-142	0.7131	0.6957	0.7171	0.7216				
BOUNDARY LAYER DUCT								
143-144	0.7119	0.7030						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1898.5	1909.0	1904.4	N.G.	1894.0	N.G.		
RAKE BULLET								
207-212	1855.6	1848.5	1859.3	1854.8	1840.6	N.G.		
TOP								
213-220	1714.7	2080.6	N.G.	1700.0	1670.1	1710.5	1724.9	1745.2
221-224	1759.3	1915.2	1925.3	1926.2				
SIDE								
225-232	2115.6	1886.1	1626.9	1547.0	1641.9	1732.2	1718.1	1741.3
233-236	1765.0	N.G.	1903.3	1922.8				
SPLITTER								
237-244	2057.5	N.G.	N.G.	1846.0	1842.9	1883.3	1888.1	1868.9
245	2134.0							
BOTTOM								
301-308	N.G.	1635.2	1671.8	1779.2	1796.9	1851.6	1877.9	1885.6
309	1901.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.222	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.191	-0.090					
NACELLE SIDE								
321-328	N.G.	0.037	-0.228	-0.151	-0.190	-0.221	-0.177	N.G.
329	-0.313							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	0.025			
CANOPY CENTER LINE								
335-342	0.474	-0.320	P.O.	P.O.	P.O.	-0.061	0.074	0.078
CANOPY SIDE								
343-344	0.014	0.019						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 80 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.06	-0.12	0.697	0.751	1.50	1.51	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2119.3	1799.0	1794.1	6.13	2.22	1.85	0.823

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9905	0.9947	0.9733	0.9421	1.0004	1.0010	1.0011	N.G.
109-116	0.9972	0.9405	1.0007	1.0012	1.0011	1.0014	1.0001	0.9654
117-124	1.0005	1.0012	1.0010	N.G.	1.0008	0.9928	1.0008	1.0013
125-130	1.0008	N.G.	1.0011	1.0011	1.0010	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8549	0.8333	N.G.	0.8017	N.G.	0.9005	0.8586
139-142	0.8329	0.6967	0.7959	0.7944				
BOUNDARY LAYER DUCT								
143-144	0.7719	0.7116						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1785.0	1813.0	1822.6	N.G.	1775.4	N.G.		
RAKE BULLET								
207-212	1813.3	1705.7	1712.2	1706.5	1692.7	N.G.		
TOP								
213-220	1686.2	2099.8	N.G.	1756.8	1719.2	1736.7	1735.6	1744.4
221-224	1759.6	1860.1	1863.5	1853.6				
SIDE								
225-232	2122.4	1927.0	1675.7	1577.5	1637.6	1733.6	1674.9	1683.1
233-236	1698.9	N.G.	1854.8	1895.1				
SPLITTER								
237-244	2135.7	N.G.	N.G.	1737.6	1726.6	1787.3	1784.2	1748.0
245	1741.5							
BOTTOM								
301-308	N.G.	1640.3	1673.6	1813.5	1809.1	1799.7	1819.4	1824.7
309	1822.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.133	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.197	-0.097					
NACELLE SIDE								
321-328	N.G.	0.137	-0.237	-0.075	-0.128	-0.189	-0.185	N.G.
329	-0.349							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.082			
CANOPY CENTER LINE								
335-342	0.470	-0.334	P.O.	P.O.	P.O.	-0.068	0.028	0.211
CANOPY SIDE								
343-344	0.011	0.219						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 81 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.06	-0.12	0.700	0.859	2.00	2.00	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.991	2114.2	1655.1	1660.4	8.45	3.07	2.11	0.940

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9814	0.9873	0.9681	0.9178	1.0001	1.0011	1.0012	N.G.
109-116	0.9996	0.9211	1.0005	1.0012	1.0010	1.0014	1.0007	0.9608
117-124	1.0006	1.0012	1.0008	N.G.	1.0011	0.9960	1.0010	1.0011
125-130	1.0008	N.G.	1.0008	1.0008	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8810	0.8475	N.G.	0.8039	N.G.	0.9285	0.8828
139-142	0.8471	0.6969	0.8017	0.7921				
BOUNDARY LAYER DUCT								
143-144	0.7684	0.7091						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1636.2	1674.1	1687.6	N.G.	1622.7	N.G.		
RAKE BULLET								
207-212	1772.3	1516.5	1532.3	1513.4	1493.9	N.G.		
TOP								
213-220	1816.1	2038.0	N.G.	1556.3	1521.0	1557.2	1560.8	1580.6
221-224	1758.5	1750.3	1750.6	1734.8				
SIDE								
225-232	2132.6	1787.6	1443.1	1304.7	1396.8	1731.4	1492.2	1491.1
233-236	1515.7	N.G.	1741.5	1795.2				
SPLITTER								
237-244	2135.1	N.G.	N.G.	1577.5	1562.0	1645.8	1642.4	1591.0
245	1583.4							
BOTTOM								
301-308	N.G.	1641.1	1673.8	1660.5	1658.5	1656.4	1691.7	1699.9
309	1696.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.583	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	-0.187	-0.088					
NACELLE SIDE								
321-328	N.G.	0.255	-0.227	-0.006	-0.071	-0.152	-0.176	N.G.
329	-0.344							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.104			
CANOPY CENTER LINE								
335-342	0.470	-0.332	P.O.	P.O.	P.O.	-0.061	-0.010	0.166
CANOPY SIDE								
343-344	0.019	0.191						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 82 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.06	-0.12	0.700	0.905	2.51	2.50	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.989	2112.2	1573.7	1552.0	9.94	3.56	2.23	0.990

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9677	0.9816	0.9692	0.9031	0.9996	1.0000	1.0007	N.G.
109-116	1.0001	0.9090	1.0001	1.0012	1.0011	1.0014	1.0008	0.9575
117-124	1.0007	1.0011	1.0011	N.G.	1.0010	0.9965	1.0006	1.0011
125-130	1.0008	N.G.	1.0008	1.0008	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8939	0.8538	N.G.	0.8053	N.G.	0.9393	0.8959
139-142	0.8539	0.6985	0.8049	0.7919				
BOUNDARY LAYER DUCT								
143-144	0.7650	0.7076						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1550.7	1595.9	1611.7	N.G.	1536.6	N.G.		
RAKE BULLET								
207-212	1590.2	1404.7	1415.2	1395.4	1370.5	N.G.		
TOP								
213-220	1874.5	1992.3	N.G.	1430.4	1379.6	1432.9	1444.0	1469.7
221-224	1752.0	1681.4	1685.1	1665.6				
SIDE								
225-232	2128.7	1709.9	1308.7	1102.3	1207.1	1729.7	1355.9	1373.9
233-236	1406.7	N.G.	1680.3	1741.0				
SPLITTER								
237-244	2136.0	N.G.	N.G.	1489.4	1463.7	1571.6	1565.7	1503.8
245	1494.8							
BOTTOM								
301-308	N.G.	1696.3	1677.9	1568.9	1569.9	1572.5	1624.7	1632.8
309	1629.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.435	N.G.	N.G.	N.G.	P.O.	-0.369	N.G.
318-320	N.G.	-0.185	-0.007					
NACELLE SIDE								
321-328	N.G.	0.312	-0.221	0.027	-0.038	-0.112	0.647	N.G.
329	-0.341							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.113			
CANOPY CENTER LINE								
335-342	0.470	-0.334	P.O.	P.O.	P.O.	-0.059	-0.027	0.142
CANOPY SIDE								
343-344	0.464	0.172						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 83 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	-0.11	0.799	0.892	2.51	2.50	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.977	2087.6	1558.5	1507.9	11.58	3.69	2.19	0.927

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9371	0.9798	0.9677	0.8868	0.9771	0.9984	1.0000	N.G.
109-116	0.9857	0.9018	0.9774	0.9969	0.9988	0.9984	0.9874	0.9372
117-124	0.9799	0.9963	0.9982	N.G.	0.9886	0.9644	0.9840	0.9951
125-130	0.9962	N.G.	0.9896	0.9834	0.9880	0.9934		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8228	0.8067	N.G.	0.7774	N.G.	0.8709	0.8458
139-142	0.8212	0.8038	0.7864	0.7770				
BOUNDARY LAYER DUCT								
143-144	0.7433	0.6592						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1537.1	1580.6	1596.7	N.G.	1519.6	N.G.		
RAKE BULLET								
207-212	1371.1	1391.2	1402.7	1384.7	1361.5	N.G.		
TOP								
213-220	2013.2	1880.2	N.G.	1268.9	1257.9	1366.0	1396.0	1431.0
221-224	1461.2	1672.7	1676.6	1656.9				
SIDE								
225-232	2095.6	1889.5	1503.8	1233.0	1305.0	1336.1	1340.3	1356.7
233-236	1384.1	N.G.	1665.3	1734.8				
SPLITTER								
237-244	2112.8	N.G.	N.G.	1478.1	1449.9	1557.2	1552.4	1492.5
245	1481.2							
BOTTOM								
301-308	N.G.	1580.7	1579.4	1581.7	1573.5	1555.1	1603.7	1614.7
309	1613.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.033	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.061	-0.134	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.628	-0.075	P.O.	P.O.	P.O.	P.O.	-0.011	0.201
CANOPY SIDE								
343-344	-0.010	0.210						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 84 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	-0.11	0.799	0.900	2.00	2.00	CLOSED

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.982	2097.9	1559.7	1509.9	17.89	3.73	2.20	0.935

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0635	0.9804	0.9667	0.8878	0.9775	0.9983	0.9999	N.G.
109-116	0.9861	0.9043	0.9780	0.9975	0.9990	0.9986	0.9873	0.9394
117-124	0.9600	0.9960	0.9984	N.G.	0.9880	0.9652	0.9834	0.9949
125-130	0.9958	N.G.	0.9887	0.9831	0.9873	0.9928		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8380	0.8104	N.G.	0.7856	N.G.	0.8772	0.8502
139-142	0.8250	0.8098	0.7924	0.7797				
BOUNDARY LAYER DUCT								
143-144	0.7452	0.6607						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1537.4	1582.3	1598.7	N.G.	1520.5	N.G.		
RAKE BULLET								
207-212	1373.7	1393.1	1406.7	1387.5	1362.4	N.G.		
TOP								
213-220	2012.3	1883.0	N.G.	1281.3	1272.0	1371.7	1398.8	1436.6
221-224	1466.0	1673.5	1678.6	1658.0				
SIDE								
225-232	2095.9	1892.0	1511.7	1245.8	1313.5	1344.6	1350.2	1360.4
233-236	1388.6	N.G.	1667.0	1735.6				
SPLITTER								
237-244	2111.2	N.G.	N.G.	1481.2	1455.3	1558.3	1554.1	1493.4
245	1482.9							
BOTTOM								
301-308	N.G.	1575.0	1580.1	1579.4	1575.0	1555.6	1605.0	1617.5
309	1615.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.034	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.059	-0.131	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.628	-0.074	P.O.	P.O.	P.O.	P.O.	-0.006	0.203
CANOPY SIDE								
343-344	-0.006	0.214						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 85 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	-0.11	0.801	0.805	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.977	2086.9	1694.4	1664.5	9.79	2.71	1.97	0.835

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9665	0.9893	0.9602	0.9037	0.9754	0.9980	0.9994	N.G.
109-116	0.9776	0.9095	0.9751	0.9968	0.9986	0.9975	0.9817	0.9313
117-124	0.9769	0.9952	0.9975	N.G.	0.9836	0.9556	0.9804	0.9938
125-130	0.9946	N.G.	0.9861	0.9787	0.9853	0.9915		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8139	0.7942	N.G.	0.7752	N.G.	0.8458	0.8239
139-142	0.8042	0.7919	0.7790	0.7711				
BOUNDARY LAYER DUCT								
143-144	0.7390	0.6600						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1680.6	1709.9	1721.8	N.G.	1665.3	N.G.		
RAKE BULLET								
207-212	1560.3	1572.1	1584.6	1576.1	1558.0	N.G.		
TOP								
213-220	1933.3	1969.4	N.G.	1489.4	1491.4	1550.7	1569.3	1591.9
221-224	1612.2	1771.5	1776.0	1762.5				
SIDE								
225-232	2044.8	1975.6	1681.1	1490.3	1528.1	1539.4	1532.3	1542.2
233-236	1559.7	N.G.	1763.6	1810.9				
SPLITTER								
237-244	2107.5	N.G.	N.G.	1621.3	1605.7	1682.3	1678.9	1636.0
245	1625.8							
BOTTOM								
301-308	N.G.	1728.3	1720.8	1715.0	1710.6	1693.2	1718.3	1726.7
309	1725.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.148	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.183	-0.216	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.629	-0.073	P.O.	P.O.	P.O.	P.O.	0.012	0.244
CANOPY SIDE								
343-344	0.013	0.243						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 86 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	-0.11	0.799	0.614	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.979	2090.7	1887.6	1877.3	6.73	1.27	1.50	0.637

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9824	0.9927	0.9653	0.9340	0.9726	0.9981	0.9995	N.G.
109-116	0.9754	0.9337	0.9725	0.9970	0.9988	0.9972	0.9782	0.9393
117-124	0.9728	0.9956	0.9972	N.G.	0.9801	0.9520	0.9754	0.9939
125-130	0.9949	N.G.	0.9832	0.9725	0.9818	0.9913		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7764	0.7673	N.G.	0.7564	N.G.	0.7934	0.7786
139-142	0.7667	0.7591	0.7538	0.7534				
BOUNDARY LAYER DUCT								
143-144	0.7182	0.6542						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1881.6	1894.9	1900.2	N.G.	1873.7	N.G.		
RAKE BULLET								
207-212	1819.5	1825.1	1832.5	1832.8	1817.8	N.G.		
TOP								
213-220	1749.2	2081.5	N.G.	1772.9	1758.8	1788.7	1796.1	1808.5
221-224	1820.9	1920.6	1926.2	1921.1				
SIDE								
225-232	1887.8	2088.0	1920.0	1792.1	1795.2	1790.1	1777.4	1792.9
233-236	1799.7	N.G.	1915.5	1948.0				
SPLITTER								
237-244	2104.1	N.G.	N.G.	1839.8	1831.3	1873.4	1873.1	1850.5
245	1845.2							
BOTTOM								
301-308	N.G.	1898.1	1900.4	1899.4	1896.3	1886.9	1895.8	1899.9
309	1899.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.549	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.490	-0.410	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.056			
CANOPY CENTER LINE								
335-342	0.628	-0.073	P.O.	P.O.	P.O.	P.O.	0.081	0.305
CANOPY SIDE								
343-344	0.073	0.279						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 87 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	-0.11	0.799	0.365	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.927	1979.7	1909.1	1922.8	1.78	0.41	0.89	0.379

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9212	0.9218	0.9172	0.9225	0.9296	0.9299	0.9274	N.G.
109-116	0.9180	0.9219	0.9290	0.9302	0.9292	0.9292	0.9200	0.9212
117-124	0.9290	0.9316	0.9314	N.G.	0.9235	0.9224	0.9287	0.9311
125-130	0.9338	N.G.	0.9296	0.9293	0.9321	0.9338		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6552	0.6402	N.G.	0.6573	N.G.	P.O.	P.O.
139-142	0.6315	0.6402	0.6500	0.6515				
BOUNDARY LAYER DUCT								
143-144	0.6459	0.6364						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1905.0	1909.0	1913.2	N.G.	1909.0	N.G.		
RAKE BULLET								
207-212	1879.9	1881.6	1885.3	1881.9	1872.3	N.G.		
TOP								
213-220	1907.0	1912.7	N.G.	1523.0	1570.5	1661.9	1708.8	1746.1
221-224	1770.1	1885.6	1904.5	1913.8				
SIDE								
225-232	1869.5	1885.6	1678.3	1595.9	1680.6	1730.3	1753.4	1775.4
233-236	1795.8	N.G.	1896.3	1913.2				
SPLITTER								
237-244	1899.4	N.G.	N.G.	1870.6	1874.5	1891.8	1900.0	1894.6
245	1897.7							
BOTTOM								
301-308	N.G.	1631.8	1698.6	1742.3	1771.7	1853.9	1892.7	1900.9
309	1906.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.338	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.464	-0.488	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.055			
CANOPY CENTER LINE								
335-342	0.631	-0.062	P.O.	P.O.	P.O.	P.O.	0.018	-0.001
CANOPY SIDE								
343-344	-0.001	P.O.						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 88 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.800	0.369	0.51	0.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2122.9	2055.9	2051.0	2.36	0.49	0.90	0.383

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9984	1.0000	0.9944	0.9776	0.9907	1.0011	1.0008	N.G.
109-116	0.9932	0.9817	0.9903	1.0008	1.0008	1.0006	0.9928	0.9836
117-124	0.9909	1.0002	1.0004	N.G.	0.9931	0.9860	0.9920	0.9993
125-130	0.9998	N.G.	0.9947	0.9915	0.9942	0.9986		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8886	0.8616	N.G.	0.8359	N.G.	0.9199	0.8884
139-142	0.8610	0.8446	0.8312	0.8276				
BOUNDARY LAYER DUCT								
143-144	0.7772	0.6714						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2053.7	2059.0	2060.7	N.G.	2050.3	N.G.		
RAKE BULLET								
207-212	2032.5	2034.8	2037.9	2038.7	2027.4	N.G.		
TOP								
213-220	1372.7	2122.9	N.G.	2065.8	2045.5	2046.6	2044.1	2044.6
221-224	2044.9	2068.6	2069.2	2067.5				
SIDE								
225-232	1274.7	2090.1	2134.2	2104.8	2081.6	2068.1	2057.9	2050.6
233-236	2048.9	N.G.	2066.7	2077.1				
SPLITTER								
237-244	2126.2	N.G.	N.G.	2039.6	2037.3	2050.6	2049.7	2042.7
245	2041.0							
BOTTOM								
301-308	N.G.	2087.9	2078.0	2072.1	2066.7	2058.0	2058.8	2060.6
309	2060.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.192	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-1.070	-1.022	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	0.003			
CANOPY CENTER LINE								
335-342	0.675	0.022	P.O.	P.O.	P.O.	P.O.	0.223	0.527
CANOPY SIDE								
343-344	0.191	0.478						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24L OVAL INLET, LONG SPLITTER,
PT 89 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.799	0.640	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2126.3	1908.0	1893.1	4.36	1.62	1.56	0.664

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9919	1.0020	0.9951	0.9619	0.9915	1.0052	1.0053	N.G.
109-116	0.9958	0.9751	0.9922	1.0035	1.0046	1.0046	0.9964	0.9833
117-124	0.9936	1.0041	1.0040	N.G.	0.9970	0.9885	0.9953	1.0023
125-130	1.0032	N.G.	0.9983	0.9950	0.9980	1.0019		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9306	0.9006	N.G.	0.8490	N.G.	0.9667	0.9417
139-142	0.9055	0.8791	0.8505	0.8344				
BOUNDARY LAYER DUCT								
143-144	0.7844	0.6758						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1901.5	1916.7	1924.1	N.G.	1889.6	N.G.		
RAKE BULLET								
207-212	1839.9	1845.6	1851.8	1849.8	1836.3	N.G.		
TOP								
213-220	1732.1	2098.6	N.G.	1844.5	1833.5	1853.5	1855.8	1863.9
221-224	1871.8	1949.8	1951.5	1943.3				
SIDE								
225-232	1698.2	2132.2	2033.4	1919.6	1893.6	1879.2	1868.7	1856.0
233-236	1858.3	N.G.	1943.6	1974.1				
SPLITTER								
237-244	2126.8	N.G.	N.G.	1870.4	1864.5	1898.1	1895.6	1872.4
245	1867.9							
BOTTOM								
301-308	N.G.	1956.2	1939.8	1933.7	1927.0	1913.7	1925.8	1932.7
309	1932.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.341	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.761	-0.675	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	-0.061			
CANOPY CENTER LINE								
335-342	0.673	0.017	P.O.	P.O.	P.O.	P.O.	0.105	0.410
CANOPY SIDE								
343-344	0.087	0.379						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 90 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.801	0.826	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.990	2114.5	1702.7	1670.1	7.63	3.04	2.01	0.857

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9605	0.9950	0.9901	0.9273	0.9872	1.0028	1.0029	N.G.
109-116	0.9934	0.9597	0.9881	1.0025	1.0025	1.0026	0.9936	0.9795
117-124	0.9897	1.0023	1.0023	N.G.	0.9945	0.9855	0.9921	1.0013
125-130	1.0016	N.G.	0.9962	0.9920	0.9953	1.0002		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9409	0.9065	N.G.	0.8468	N.G.	0.9747	0.9529
139-142	0.9147	0.8855	0.8514	0.8291				
BOUNDARY LAYER DUCT								
143-144	0.7822	0.6749						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1688.0	1718.3	1734.3	N.G.	1670.0	N.G.		
RAKE BULLET								
207-212	1566.6	1578.8	1596.0	1582.4	1561.8	N.G.		
TOP								
213-220	1980.3	1944.7	N.G.	1496.9	1514.1	1576.5	1595.4	1618.3
221-224	1634.4	1787.4	1788.0	1771.6				
SIDE								
225-232	1971.0	2039.6	1776.7	1585.3	1591.2	1590.9	1590.9	1572.3
233-236	1585.3	N.G.	1779.0	1834.6				
SPLITTER								
237-244	2125.1	N.G.	N.G.	1639.5	1623.1	1694.3	1688.0	1641.7
245	1633.5							
BOTTOM								
301-308	N.G.	1742.6	1733.4	1733.1	1725.7	1706.3	1736.0	1748.5
309	1748.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.018	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.421	-0.397	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.674	0.018	P.O.	P.O.	P.O.	P.O.	0.037	0.289
CANOPY SIDE								
343-344	0.029	0.279						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 91 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.798	0.899	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.987	2108.3	1578.6	1527.6	9.62	3.88	2.19	0.935

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9349	0.9886	0.9883	0.9062	0.9861	1.0011	1.0011	N.G.
109-116	0.9935	0.9541	0.9875	1.0010	1.0010	1.0012	0.9938	0.9798
117-124	0.9892	1.0008	1.0006	N.G.	0.9944	0.9855	0.9916	1.0001
125-130	1.0000	N.G.	0.9956	0.9917	0.9948	0.9994		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9560	0.9191	N.G.	0.8517	N.G.	0.9797	0.9653
139-142	0.9280	0.8962	0.8568	0.8304				
BOUNDARY LAYER DUCT								
143-144	0.7830	0.6765						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1556.5	1599.1	1620.3	N.G.	1538.4	N.G.		
RAKE BULLET								
207-212	1395.0	1414.2	1430.0	1409.6	1382.0	N.G.		
TOP								
213-220	2052.3	1849.0	N.G.	1288.0	1306.9	1412.2	1437.6	1471.5
221-224	1498.0	1694.8	1697.6	1674.5				
SIDE								
225-232	2042.7	1968.7	1626.8	1372.7	1403.7	1411.3	1417.5	1402.9
233-236	1424.6	N.G.	1688.0	1756.9				
SPLITTER								
237-244	2127.4	N.G.	N.G.	1507.3	1482.8	1579.6	1572.8	1513.0
245	1502.5							
BOTTOM								
301-308	N.G.	1600.4	1609.8	1610.6	1604.7	1579.7	1628.5	1641.6
309	1642.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.089	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.275	-0.303	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.670	0.014	P.O.	P.O.	P.O.	P.O.	0.006	0.235
CANOPY SIDE								
343-344	0.003	0.236						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 3 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 92 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.800	0.899	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.987	2106.4	1576.2	1524.6	9.65	3.90	2.19	0.933

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9341	0.9883	0.9865	0.9056	0.9849	1.0008	1.0006	N.G.
109-116	0.9920	0.9512	0.9865	1.0008	1.0006	1.0008	0.9925	0.9778
117-124	0.9878	1.0005	1.0005	N.G.	0.9934	0.9843	0.9904	1.0000
125-130	1.0000	N.G.	0.9945	0.9905	0.9939	0.9990		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9481	0.9116	N.G.	0.8476	N.G.	0.9781	0.9592
139-142	0.9210	0.8905	0.8530	0.8284				
BOUNDARY LAYER DUCT								
143-144	0.7808	0.6749						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1553.4	1596.8	1618.3	N.G.	1536.1	N.G.		
RAKE BULLET								
207-212	1391.6	1411.3	1422.6	1406.8	1380.3	N.G.		
TOP								
213-220	2053.1	1847.3	N.G.	1279.5	1295.6	1406.5	1431.9	1465.8
221-224	1494.1	1692.6	1695.4	1672.2				
SIDE								
225-232	2042.1	1966.7	1623.1	1363.9	1397.2	1400.9	1392.4	1398.1
233-236	1420.7	N.G.	1686.1	1755.5				
SPLITTER								
237-244	2123.4	N.G.	N.G.	1503.4	1478.0	1577.9	1571.4	1511.0
245	1499.4							
BOTTOM								
301-308	N.G.	1598.1	1608.1	1609.8	1602.7	1577.4	1626.7	1639.0
309	1639.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.094	N.G.	N.G.	N.G.	P.O.	P.O.	N.G.
318-320	N.G.	P.O.	P.O.					
NACELLE SIDE								
321-328	N.G.	-0.272	-0.296	P.O.	P.O.	P.O.	P.O.	N.G.
329	P.O.							
CANOPY SIDE								
330-334	N.G.	P.O.	N.G.	N.G.	P.O.			
CANOPY CENTER LINE								
335-342	0.673	0.017	P.O.	P.O.	P.O.	P.O.	0.010	0.237
CANOPY SIDE								
343-344	0.006	0.237						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 1 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.03	-0.12	0.798	0.718	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.858	1835.0	1474.0	1494.7	23.91	1.46	1.75	0.746

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8724	0.8559	0.7558	0.7637	0.8456	0.9491	0.9418	N.G.
109-116	0.7627	0.7576	0.8503	0.9505	0.9609	0.9147	0.7783	0.7574
117-124	0.8439	0.9420	0.9592	N.G.	0.7987	0.7704	0.8405	0.9280
125-130	0.9358	N.G.	0.8392	0.8193	0.8596	0.9090		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.3749	0.3408	N.G.	0.3515	N.G.	0.3251	0.3284
139-142	0.3320	0.3377	0.3456	0.3494				
BOUNDARY LAYER DUCT								
143-144	0.3463	0.3260						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1463.9	1487.3	1484.2	N.G.	1460.5	N.G.		
RAKE BULLET								
207-212	1343.3	1361.4	1391.1	1382.0	1351.5	N.G.		
TOP								
213-220	1703.3	1738.1	N.G.	679.3	673.6	892.1	972.9	1045.5
221-224	1108.7	1487.3	1513.3	1523.5				
SIDE								
225-232	1962.0	1517.5	886.2	612.3	852.6	987.3	1026.8	1075.4
233-236	1127.9	N.G.	1462.5	1517.8				
SPLITTER								
237-244	1718.3	N.G.	N.G.	1337.1	1333.5	1413.9	1433.4	1399.2
245	1397.3							
BOTTOM								
301-308	N.G.	1106.6	1166.7	1220.4	1241.9	1336.8	1418.4	1445.5
309	1470.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.769	N.G.	N.G.	N.G.	-2.076	-1.869	N.G.
318-320	N.G.	-1.500	-1.311					
NACELLE SIDE								
321-328	N.G.	-1.345	-1.505	-1.629	-1.704	-1.756	-1.544	N.G.
329	-1.716							
CANOPY SIDE								
330-334	N.G.	-1.815	N.G.	N.G.	-1.281			
CANOPY CENTER LINE								
335-342	0.039	-1.402	P.O.	P.O.	-2.000	-1.775	-1.248	-1.058
CANOPY SIDE								
343-344	-1.221	-1.121						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 2 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.03	-0.12	0.800	0.744	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.948	2026.8	1690.5	1678.0	13.32	1.81	1.82	0.772

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9476	0.9591	0.8911	0.8724	0.9431	0.9950	0.9964	N.G.
109-116	0.9089	0.8705	0.9408	0.9937	0.9967	0.9901	0.9226	0.8761
117-124	0.9385	0.9903	0.9941	N.G.	0.9343	0.8944	0.9407	0.9856
125-130	0.9864	N.G.	0.9506	0.9321	0.9544	0.9782		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7029	0.7173	N.G.	0.7171	N.G.	0.7312	0.7237
139-142	0.7186	0.7165	0.7147	0.7143				
BOUNDARY LAYER DUCT								
143-144	0.6982	0.6594						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1680.7	1706.2	1705.6	N.G.	1669.5	N.G.		
RAKE BULLET								
207-212	1569.5	1583.1	1603.4	1596.9	1576.3	N.G.		
TOP								
213-220	1939.4	1943.3	N.G.	1389.1	1382.0	1463.1	1493.3	1526.6
221-224	1552.0	1746.8	1755.0	1749.1				
SIDE								
225-232	2107.7	1847.3	1485.1	1294.8	1386.0	1461.6	1476.6	1487.1
233-236	1512.7	N.G.	1733.5	1779.0				
SPLITTER								
237-244	2038.5	N.G.	N.G.	1610.4	1595.5	1666.6	1671.1	1632.5
245	1625.4							
BOTTOM								
301-308	N.G.	1665.5	1666.0	1668.6	1667.6	1670.1	1689.3	1699.8
309	1704.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.206	N.G.	N.G.	N.G.	-0.389	-0.332	N.G.
318-320	N.G.	-0.163	-0.070					
NACELLE SIDE								
321-328	N.G.	0.043	-0.050	-0.136	-0.186	-0.242	-0.185	N.G.
329	-0.289							
CANOPY SIDE								
330-334	N.G.	-0.325	N.G.	N.G.	-0.084			
CANOPY CENTER LINE								
335-342	0.607	-0.117	-0.575	-0.970	-0.530	-0.434	-0.068	0.139
CANOPY SIDE								
343-344	-0.042	0.146						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 3 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.03	-0.12	0.799	0.858	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.957	2046.0	1555.3	1516.2	14.52	3.05	2.09	0.891

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9322	0.9520	0.9126	0.8592	0.9492	0.9959	0.9981	N.G.
109-116	0.9462	0.8639	0.9448	0.9950	0.9976	0.9961	0.9585	0.8836
117-124	0.9461	0.9928	0.9956	N.G.	0.9664	0.9149	0.9547	0.9903
125-130	0.9915	N.G.	0.9750	0.9565	0.9709	0.9867		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7224	0.7380	N.G.	0.7310	N.G.	0.7680	0.7552
139-142	0.7454	0.7389	0.7327	0.7302				
BOUNDARY LAYER DUCT								
143-144	0.7152	0.6655						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1539.3	1578.3	1583.1	N.G.	1520.7	N.G.		
RAKE BULLET								
207-212	1376.9	1395.0	1416.5	1396.1	1373.5	N.G.		
TOP								
213-220	1987.7	1890.8	N.G.	1241.7	1196.8	1308.9	1353.2	1394.4
221-224	1424.7	1653.9	1661.0	1648.0				
SIDE								
225-232	2124.3	1785.2	1363.4	1076.5	1157.3	1296.7	1309.2	1317.1
233-236	1351.0	N.G.	1644.6	1707.3				
SPLITTER								
237-244	2075.2	N.G.	N.G.	1462.8	1437.1	1541.3	1543.0	1486.5
245	1476.6							
BOTTOM								
301-308	N.G.	1560.6	1556.8	1558.8	1551.2	1543.0	1578.0	1594.4
309	1594.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.125	N.G.	N.G.	N.G.	-0.348	-0.318	N.G.
318-320	N.G.	-0.159	-0.066					
NACELLE SIDE								
321-328	N.G.	0.136	0.023	-0.073	-0.136	-0.211	-0.187	N.G.
329	-0.291							
CANOPY SIDE								
330-334	N.G.	-0.325	N.G.	N.G.	-0.095			
CANOPY CENTER LINE								
335-342	0.605	-0.119	-0.578	-0.975	-0.604	-0.491	-0.066	0.152
CANOPY SIDE								
343-344	-0.038	0.174						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 4 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.04	-0.12	0.800	0.706	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.872	1866.2	1530.8	1551.9	20.68	1.82	1.72	0.733

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9024	0.8676	0.8133	0.7850	0.8435	0.9397	0.9564	N.G.
109-116	0.8286	0.7859	0.8408	0.9404	0.9654	0.9199	0.8435	0.7912
117-124	0.8363	0.9278	0.9577	N.G.	0.8542	0.8061	0.8369	0.9127
125-130	0.9323	N.G.	0.8710	0.8421	0.8577	0.8986		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7107	0.6588	N.G.	0.6635	N.G.	0.6594	0.6564
139-142	0.6531	0.7155	0.7112	0.6498				
BOUNDARY LAYER DUCT								
143-144	0.6619	0.6549						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1519.8	1547.2	1543.0	N.G.	1513.3	N.G.		
RAKE BULLET								
207-212	1413.4	1425.5	1452.0	1448.7	1432.8	N.G.		
TOP								
213-220	1978.9	1841.4	N.G.	1127.3	968.4	1092.3	1220.2	1295.6
221-224	1419.0	1574.6	1588.4	1594.6				
SIDE								
225-232	2078.9	1523.2	1069.7	856.8	944.4	1264.0	1194.0	1236.6
233-236	1284.3	N.G.	1554.5	1607.3				
SPLITTER								
237-244	1738.3	N.G.	N.G.	1463.3	1453.7	1504.6	1511.1	1481.1
245	1478.0							
BOTTOM								
301-308	N.G.	1531.7	1458.6	1471.1	1467.5	1473.7	1505.1	1527.4
309	1536.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.214	N.G.	N.G.	N.G.	-0.440	-0.334	N.G.
318-320	N.G.	-0.123	-0.044					
NACELLE SIDE								
321-328	N.G.	0.431	0.261	0.152	0.080	-0.025	-0.084	N.G.
329	-0.286							
CANOPY SIDE								
330-334	N.G.	-0.388	N.G.	N.G.	-0.166			
CANOPY CENTER LINE								
335-342	0.549	-0.222	-0.673	-0.987	-0.441	-0.424	-0.194	-0.014
CANOPY SIDE								
343-344	-0.130	-0.009						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 5 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.04	-0.13	0.800	0.593	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.854	1825.6	1601.3	1641.3	17.54	1.04	1.44	0.615

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8948	0.8616	0.7955	0.7906	0.8381	0.9091	0.9330	N.G.
109-116	0.8001	0.7887	0.8381	0.9119	0.9380	0.8964	0.8093	0.7882
117-124	0.8323	0.9030	0.9280	N.G.	0.8183	0.7936	0.8276	0.8885
125-130	0.9003	N.G.	0.8369	0.8202	0.8396	0.8734		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6845	0.6508	N.G.	0.6528	N.G.	0.6481	0.6478
139-142	0.6472	0.7161	0.7123	0.6488				
BOUNDARY LAYER DUCT								
143-144	0.6574	0.6516						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1592.8	1609.7	1610.9	N.G.	1591.9	N.G.		
RAKE BULLET								
207-212	1525.6	1536.9	1556.9	1551.8	1538.3	N.G.		
TOP								
213-220	1954.2	1831.7	N.G.	1160.2	1084.0	1248.9	1333.6	1381.6
221-224	1420.0	1616.8	1631.5	1640.2				
SIDE								
225-232	2025.9	1518.2	1129.7	992.2	1152.6	1265.3	1323.4	1367.2
233-236	1403.0	N.G.	1598.4	1634.3				
SPLITTER								
237-244	1688.2	N.G.	N.G.	1538.0	1536.3	1571.6	1582.1	1565.1
245	1566.0							
BOTTOM								
301-308	N.G.	1512.3	1488.0	1497.7	1504.6	1527.9	1560.9	1580.4
309	1596.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.272	N.G.	N.G.	N.G.	-0.496	-0.349	N.G.
318-320	N.G.	-0.120	-0.047					
NACELLE SIDE								
321-328	N.G.	0.352	0.215	0.104	0.040	-0.051	-0.085	N.G.
329	-0.270							
CANOPY SIDE								
330-334	N.G.	-0.389	N.G.	N.G.	-0.162			
CANOPY CENTER LINE								
335-342	0.547	-0.224	-0.674	-0.857	-0.390	-0.422	-0.184	-0.038
CANOPY SIDE								
343-344	-0.159	-0.044						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 6 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.04	-0.13	0.799	0.445	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.834	1782.0	1660.9	1709.6	11.84	0.65	1.08	0.462

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8634	0.8280	0.7921	0.7978	0.8291	0.8716	0.8854	N.G.
109-116	0.7915	0.7949	0.8300	0.8764	0.8902	0.8429	0.7946	0.7927
117-124	0.8258	0.8719	0.8850	N.G.	0.7986	0.7931	0.8208	0.8619
125-130	0.8665	N.G.	0.8132	0.8089	0.8266	0.8518		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6699	0.6419	N.G.	0.6468	N.G.	0.6361	0.6383
139-142	0.6394	0.7170	0.7132	0.6455				
BOUNDARY LAYER DUCT								
143-144	0.6533	0.6500						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1654.1	1662.2	1665.6	N.G.	1661.7	N.G.		
RAKE BULLET								
207-212	1610.9	1624.7	1634.3	1630.9	1618.8	N.G.		
TOP								
213-220	1908.7	1805.1	N.G.	1217.8	1209.1	1363.2	1417.2	1451.9
221-224	1421.7	1647.3	1663.9	1676.1				
SIDE								
225-232	1900.5	1520.5	1243.8	1177.2	1338.7	1270.1	1438.6	1479.8
233-236	1505.8	N.G.	1641.6	1663.4				
SPLITTER								
237-244	1642.2	N.G.	N.G.	1595.0	1599.0	1626.9	1642.5	1638.2
245	1643.6							
BOTTOM								
301-308	N.G.	1507.2	1489.3	1506.9	1518.2	1561.7	1604.1	1626.7
309	1648.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.366	N.G.	N.G.	N.G.	-0.551	-0.354	N.G.
318-320	N.G.	-0.120	-0.048					
NACELLE SIDE								
321-328	N.G.	0.209	0.120	0.023	-0.025	-0.091	-0.093	N.G.
329	-0.234							
CANOPY SIDE								
330-334	N.G.	-0.384	N.G.	N.G.	-0.130			
CANOPY CENTER LINE								
335-342	0.549	-0.220	-0.669	-0.712	-0.316	-0.423	-0.154	-0.057
CANOPY SIDE								
343-344	-0.144	-0.077						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 7 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.09	0.799	0.615	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2128.9	1929.1	1913.9	3.17	1.54	1.50	0.638

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9870	0.9914	0.9901	0.9697	0.9886	1.0010	1.0012	N.G.
109-116	1.0000	0.9880	0.9909	1.0012	1.0008	1.0013	1.0000	0.9937
117-124	0.9925	1.0006	1.0008	N.G.	0.9998	0.9952	0.9945	1.0004
125-130	1.0008	N.G.	0.9999	0.9978	0.9976	1.0001		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7512	0.9007	N.G.	0.8421	N.G.	0.9572	0.9255
139-142	0.8897	0.8661	0.8410	0.8266				
BOUNDARY LAYER DUCT								
143-144	0.7850	0.6896						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1923.4	1937.8	1944.0	N.G.	1911.3	N.G.		
RAKE BULLET								
207-212	1866.1	1870.0	1874.6	1874.0	1860.4	N.G.		
TOP								
213-220	1709.4	2105.0	N.G.	1819.5	1799.5	1825.2	1833.3	1847.5
221-224	1861.9	1964.4	1967.2	1960.4				
SIDE								
225-232	2088.9	2002.8	1795.2	1706.3	1753.4	1776.9	1777.7	1804.5
233-236	1820.4	N.G.	1957.6	1985.2				
SPLITTER								
237-244	2127.8	N.G.	N.G.	1933.3	1913.0	1931.9	1920.9	1896.3
245	1889.8							
BOTTOM								
301-308	N.G.	1882.7	1876.3	1877.3	1878.1	1889.1	1928.2	1942.1
309	1943.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.612	N.G.	N.G.	N.G.	-0.425	-0.343	N.G.
318-320	N.G.	-0.190	-0.101					
NACELLE SIDE								
321-328	N.G.	0.122	0.057	-0.050	-0.107	-0.188	-0.173	N.G.
329	-0.283							
CANOPY SIDE								
330-334	N.G.	-0.168	N.G.	N.G.	-0.014			
CANOPY CENTER LINE								
335-342	0.636	-0.047	-0.502	-0.879	-1.068	-0.470	0.133	0.427
CANOPY SIDE								
343-344	0.119	0.415						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 8 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.802	0.808	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.992	2119.9	1732.7	1701.2	6.02	2.81	1.96	0.838

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9561	0.9727	0.9676	0.9422	0.9854	1.0010	1.0013	N.G.
109-116	1.0001	0.9791	0.9895	1.0016	1.0013	1.0019	1.0005	0.9944
117-124	0.9915	1.0004	1.0011	N.G.	1.0000	0.9951	0.9940	1.0000
125-130	0.9996	N.G.	1.0000	0.9976	0.9971	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9232	0.9211	N.G.	0.8512	N.G.	0.9706	0.9429
139-142	0.9053	0.8791	0.8485	0.8272				
BOUNDARY LAYER DUCT								
143-144	0.7769	0.6875						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1716.2	1749.8	1762.2	N.G.	1702.6	N.G.		
RAKE BULLET								
207-212	1605.8	1617.1	1626.1	1618.8	1601.3	N.G.		
TOP								
213-220	1944.6	1960.4	N.G.	1447.1	1448.8	1525.3	1559.2	1591.1
221-224	1619.6	1807.9	1810.8	1797.8				
SIDE								
225-232	2140.3	1744.7	1353.1	1201.2	1311.6	1450.8	1473.3	1504.1
233-236	1539.1	N.G.	1798.3	1843.5				
SPLITTER								
237-244	2125.3	N.G.	N.G.	1719.8	1689.1	1738.5	1722.7	1675.5
245	1666.2							
BOTTOM								
301-308	N.G.	1592.4	1618.5	1638.2	1644.1	1673.7	1744.3	1765.3
309	1767.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.106	N.G.	N.G.	N.G.	-0.324	-0.322	N.G.
318-320	N.G.	-0.188	-0.100					
NACELLE SIDE								
321-328	N.G.	0.339	0.203	0.089	0.012	-0.108	-0.136	N.G.
329	-0.269							
CANOPY SIDE								
330-334	N.G.	-0.169	N.G.	N.G.	-0.054			
CANOPY CENTER LINE								
335-342	0.636	-0.048	-0.504	-0.886	-1.090	-0.524	0.065	0.317
CANOPY SIDE								
343-344	0.062	0.333						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 9 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.801	0.903	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.986	2107.9	1567.7	1514.4	9.77	3.60	2.20	0.938

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9331	0.9050	0.9458	0.9140	0.9867	1.0007	1.0007	N.G.
109-116	1.0001	0.9633	0.9898	1.0013	1.0011	1.0000	1.0004	0.9943
117-124	0.9920	1.0008	1.0013	N.G.	1.0004	0.9961	0.9946	1.0006
125-130	1.0011	N.G.	1.0001	0.9983	0.9980	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9581	0.9306	N.G.	0.8532	N.G.	0.9768	0.9516
139-142	0.9129	0.8852	0.8510	0.8262				
BOUNDARY LAYER DUCT								
143-144	0.7684	0.6858						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1548.7	1589.1	1604.4	N.G.	1528.4	N.G.		
RAKE BULLET								
207-212	1379.0	1398.5	1409.5	1394.6	1366.9	N.G.		
TOP								
213-220	2029.9	1843.8	N.G.	1158.0	1052.9	1235.6	1326.8	1383.8
221-224	1429.0	1681.2	1682.3	1663.4				
SIDE								
225-232	2136.0	1620.5	1152.9	830.7	864.6	1039.9	1225.2	1297.2
233-236	1350.0	N.G.	1667.6	1719.8				
SPLITTER								
237-244	2127.8	N.G.	N.G.	1543.1	1500.2	1582.1	1564.0	1497.9
245	1488.3							
BOTTOM								
301-308	N.G.	1327.9	1393.4	1428.4	1443.0	1495.9	1603.1	1623.6
309	1624.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.020	N.G.	N.G.	N.G.	-0.281	-0.310	N.G.
318-320	N.G.	-0.187	-0.098					
NACELLE SIDE								
321-328	N.G.	0.428	0.268	0.142	0.057	-0.073	-0.121	N.G.
329	-0.263							
CANOPY SIDE								
330-334	N.G.	-0.169	N.G.	N.G.	-0.072			
CANOPY CENTER LINE								
335-342	0.634	-0.051	-0.506	-0.888	-1.096	-0.540	0.033	0.249
CANOPY SIDE								
343-344	0.034	0.287						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 10 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.89	0.799	0.897	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.983	2101.7	1571.3	1524.0	9.71	3.92	2.18	0.931

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9603	0.9928	0.9750	0.9048	0.9834	1.0004	1.0001	N.G.
109-116	0.9795	0.9477	0.9850	1.0004	0.9995	0.9958	0.9817	0.9727
117-124	0.9860	0.9988	0.9983	N.G.	0.9832	0.9791	0.9867	0.9972
125-130	0.9951	N.G.	0.9859	0.9831	0.9874	0.9934		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9552	0.9264	N.G.	0.8500	N.G.	0.9944	0.9840
139-142	0.9447	0.9060	0.8559	0.8252				
BOUNDARY LAYER DUCT								
143-144	0.7678	0.6854						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1549.4	1591.2	1613.5	N.G.	1531.1	N.G.		
RAKE BULLET								
207-212	1389.6	1409.7	1422.7	1405.7	1379.5	N.G.		
TOP								
213-220	1953.8	1930.6	N.G.	1428.6	1423.5	1498.6	1509.9	1525.7
221-224	1542.9	1688.9	1691.2	1668.3				
SIDE								
225-232	1822.5	2053.4	1829.8	1598.6	1566.7	1528.0	1489.3	1502.0
233-236	1502.6	N.G.	1683.8	1751.9				
SPLITTER								
237-244	2118.4	N.G.	N.G.	1451.7	1443.3	1561.9	1560.7	1505.1
245	1494.9							
BOTTOM								
301-308	N.G.	1709.6	1707.8	1696.8	1681.9	1625.7	1634.9	1636.7
309	1635.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.126	N.G.	N.G.	N.G.	-0.339	-0.332	N.G.
318-320	N.G.	-0.196	-0.113					
NACELLE SIDE								
321-328	N.G.	-0.676	-0.664	-0.573	-0.570	-0.589	-0.336	N.G.
329	-0.309							
CANOPY SIDE								
330-334	N.G.	-0.387	N.G.	N.G.	-0.097			
CANOPY CENTER LINE								
335-342	0.632	-0.044	-0.503	-0.895	-1.118	-0.549	0.027	0.241
CANOPY SIDE								
343-344	0.011	0.219						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 11 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.88	0.799	0.796	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.987	2108.4	1732.4	1706.8	6.56	2.87	1.94	0.827

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9817	0.9958	0.9786	0.9358	0.9841	1.0005	1.0000	N.G.
109-116	0.9820	0.9633	0.9861	1.0006	0.9994	0.9959	0.9825	0.9747
117-124	0.9862	0.9989	0.9983	N.G.	0.9842	0.9791	0.9870	0.9970
125-130	0.9953	N.G.	0.9865	0.9835	0.9881	0.9938		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9579	0.9193	N.G.	0.8490	N.G.	0.9936	0.9792
139-142	0.9374	0.9010	0.8554	0.8289				
BOUNDARY LAYER DUCT								
143-144	0.7784	0.6864						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1717.1	1747.1	1762.9	N.G.	1702.5	N.G.		
RAKE BULLET								
207-212	1611.5	1623.1	1633.0	1627.4	1609.0	N.G.		
TOP								
213-220	1818.2	2033.1	N.G.	1677.1	1670.0	1701.9	1702.7	1711.8
221-224	1719.4	1810.0	1811.5	1796.8				
SIDE								
225-232	1653.9	2113.3	1989.3	1833.2	1787.5	1755.3	1722.2	1707.5
233-236	1702.5	N.G.	1805.0	1854.1				
SPLITTER								
237-244	2118.6	N.G.	N.G.	1621.7	1624.3	1711.5	1713.8	1675.6
245	1668.3							
BOTTOM								
301-308	N.G.	1863.5	1846.7	1834.6	1821.6	1777.1	1772.0	1772.2
309	1771.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.268	N.G.	N.G.	N.G.	-0.385	-0.341	N.G.
318-320	N.G.	-0.196	-0.112					
NACELLE SIDE								
321-328	N.G.	-0.913	-0.895	-0.843	-0.767	-0.683	-0.354	N.G.
329	-0.308							
CANOPY SIDE								
330-334	N.G.	-0.393	N.G.	N.G.	-0.078			
CANOPY CENTER LINE								
335-342	0.633	-0.042	-0.502	-0.893	-1.116	-0.526	0.061	0.309
CANOPY SIDE								
343-344	0.042	0.274						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 12 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.88	0.800	0.573	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.985	2104.3	1931.3	1915.2	3.49	1.58	1.39	0.595

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9968	0.9971	0.9822	0.9668	0.9847	1.0012	1.0001	N.G.
109-116	0.9835	0.9756	0.9846	0.9986	0.9965	0.9917	0.9806	0.9735
117-124	0.9810	0.9920	0.9901	N.G.	0.9745	0.9695	0.9753	0.9853
125-130	0.9840	N.G.	0.9771	0.9757	0.9810	0.9877		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9426	0.8992	N.G.	0.8435	N.G.	0.9857	0.9576
139-142	0.9142	0.8838	0.8494	0.8318				
BOUNDARY LAYER DUCT								
143-144	0.7830	0.6875						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1925.0	1940.2	1946.7	N.G.	1913.4	N.G.		
RAKE BULLET								
207-212	1867.9	1872.2	1877.8	1875.3	1860.9	N.G.		
TOP								
213-220	1561.3	2114.7	N.G.	1936.8	1915.9	1923.0	1917.0	1917.3
221-224	1918.2	1954.3	1955.4	1949.2				
SIDE								
225-232	1315.1	2094.1	2104.0	2033.7	1992.2	1965.6	1943.3	1928.1
233-236	1920.7	N.G.	1950.4	1975.2				
SPLITTER								
237-244	2111.9	N.G.	N.G.	1832.3	1841.7	1893.0	1897.3	1879.8
245	1876.1							
BOTTOM								
301-308	N.G.	2010.4	1997.6	1988.9	1982.8	1954.1	1945.2	1944.9
309	1944.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.123	N.G.	N.G.	N.G.	-0.457	-0.365	N.G.
318-320	N.G.	-0.200	-0.115					
NACELLE SIDE								
321-328	N.G.	-1.126	-1.083	-1.132	-0.979	-0.710	-0.407	N.G.
329	-0.314							
CANOPY SIDE								
330-334	N.G.	-0.391	N.G.	N.G.	-0.041			
CANOPY CENTER LINE								
335-342	0.635	-0.038	-0.498	-0.889	-1.105	-0.491	0.126	0.423
CANOPY SIDE								
343-344	0.098	0.366						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 13 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-0.12	0.844	0.569	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.907	1937.7	1748.9	1764.0	9.47	1.01	1.38	0.582

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9016	0.8970	0.8679	0.8631	0.9001	0.9448	0.9247	N.G.
109-116	0.8738	0.8618	0.9034	0.9469	0.9400	0.9319	0.8826	0.8620
117-124	0.9005	0.9442	0.9477	N.G.	0.8933	0.8699	0.8999	0.9387
125-130	0.9468	N.G.	0.9098	0.8950	0.9120	0.9343		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7896	0.6057	N.G.	0.6136	N.G.	0.5937	0.5970
139-142	0.5997	0.6025	0.6076	0.6113				
BOUNDARY LAYER DUCT								
143-144	0.6279	0.6220						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1738.5	1756.0	1757.9	N.G.	1743.3	N.G.		
RAKE BULLET								
207-212	1678.6	1688.8	1698.6	1697.5	1684.2	N.G.		
TOP								
213-220	2053.6	1742.1	N.G.	1108.2	1111.1	1322.5	1416.9	1478.4
221-224	1526.1	1743.3	1764.1	1773.7				
SIDE								
225-232	1987.2	1724.6	1373.7	1198.3	1354.2	1446.2	1480.9	1511.7
233-236	1546.7	N.G.	1741.6	1776.3				
SPLITTER								
237-244	1888.4	N.G.	N.G.	1672.7	1667.9	1718.4	1729.7	1709.7
245	1711.6							
BOTTOM								
301-308	N.G.	1508.3	1555.3	1583.7	1604.2	1665.6	1716.7	1735.2
309	1746.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.048	N.G.	N.G.	N.G.	-0.377	-0.351	N.G.
318-320	N.G.	-0.191	-0.100					
NACELLE SIDE								
321-328	N.G.	-0.154	-0.274	-0.316	-0.360	-0.407	-0.227	N.G.
329	-0.303							
CANOPY SIDE								
330-334	N.G.	-0.249	N.G.	N.G.	-0.208			
CANOPY CENTER LINE								
335-342	0.670	-0.007	-0.448	-0.828	-0.363	-0.327	-0.214	-0.087
CANOPY SIDE								
343-344	-0.197	-0.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 14 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-0.12	0.849	0.736	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.913	1950.6	1603.5	1600.8	15.36	1.88	1.79	0.752

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8858	0.8919	0.8659	0.8336	0.9021	0.9732	0.9240	N.G.
109-116	0.8866	0.8336	0.9022	0.9738	0.9571	0.9536	0.9005	0.8372
117-124	0.8981	0.9694	0.9720	N.G.	0.9097	0.8536	0.8991	0.9629
125-130	0.9712	N.G.	0.9229	0.8935	0.9174	0.9542		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7153	0.6225	N.G.	0.6245	N.G.	0.6245	0.6229
139-142	0.6222	0.6229	0.6241	0.6262				
BOUNDARY LAYER DUCT								
143-144	0.6360	0.6215						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1592.1	1618.6	1620.0	N.G.	1583.3	N.G.		
RAKE BULLET								
207-212	1470.7	1487.3	1513.3	1509.3	1487.3	N.G.		
TOP								
213-220	2081.1	1715.2	N.G.	1013.0	927.7	1096.0	1259.7	1340.5
221-224	1387.1	1640.6	1657.0	1659.0				
SIDE								
225-232	2083.1	1733.2	1294.7	987.8	1058.1	1241.1	1298.1	1328.6
233-236	1369.0	N.G.	1634.1	1686.1				
SPLITTER								
237-244	1956.6	N.G.	N.G.	1502.6	1487.6	1569.5	1578.8	1540.1
245	1535.9							
BOTTOM								
301-308	N.G.	1522.8	1535.9	1546.4	1549.9	1561.5	1589.8	1606.7
309	1613.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.141	N.G.	N.G.	N.G.	-0.278	-0.315	N.G.
318-320	N.G.	-0.177	-0.085					
NACELLE SIDE								
321-328	N.G.	0.008	-0.112	-0.193	-0.251	-0.323	-0.205	N.G.
329	-0.301							
CANOPY SIDE								
330-334	N.G.	-0.239	N.G.	N.G.	-0.234			
CANOPY CENTER LINE								
335-342	0.676	0.001	-0.436	-0.819	-0.437	-0.394	-0.248	-0.051
CANOPY SIDE								
343-344	-0.231	-0.045						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 15 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.02	-0.12	0.848	0.825	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.910	1945.4	1463.5	1441.4	18.42	3.08	2.00	0.843

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8643	0.8540	0.8622	0.8108	0.8920	0.9779	0.8886	N.G.
109-116	0.9182	0.8164	0.8904	0.9777	0.9372	0.9287	0.9289	0.8280
117-124	0.8874	0.9732	0.9684	N.G.	0.9327	0.8543	0.8943	0.9680
125-130	0.9785	N.G.	0.9407	0.9018	0.9223	0.9619		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6827	0.6301	N.G.	0.6292	N.G.	0.6387	0.6337
139-142	0.6307	0.6284	0.6272	0.6291				
BOUNDARY LAYER DUCT								
143-144	0.6398	0.6223						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1447.8	1484.5	1490.7	N.G.	1430.8	N.G.		
RAKE BULLET								
207-212	1277.8	1297.6	1329.5	1317.3	1289.1	N.G.		
TOP								
213-220	2091.5	1688.6	N.G.	967.2	770.1	855.4	1019.5	1169.4
221-224	1233.2	1528.3	1546.9	1549.4				
SIDE								
225-232	2103.4	1718.0	1251.0	884.2	830.6	941.0	1078.2	1134.4
233-236	1197.1	N.G.	1530.8	1592.1				
SPLITTER								
237-244	1978.3	N.G.	N.G.	1342.7	1315.4	1431.1	1439.9	1387.6
245	1384.0							
BOTTOM								
301-308	N.G.	146..7	1459.9	1459.9	1452.5	1430.7	1465.5	1487.8
309	1490.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.182	N.G.	N.G.	N.G.	-0.244	-0.306	N.G.
318-320	N.G.	-0.175	-0.085					
NACELLE SIDE								
321-328	N.G.	0.075	-0.050	-0.140	-0.204	-0.290	-0.206	N.G.
329	-0.310							
CANOPY SIDE								
330-334	N.G.	-0.241	N.G.	N.G.	-0.250			
CANOPY CENTER LINE								
335-342	0.075	-0.002	-0.439	-0.021	-0.490	-0.430	-0.273	-0.044
CANOPY SIDE								
343-344	-0.254	-0.024						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 16 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.00	-0.12	0.853	0.874	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.955	2040.6	1519.4	1472.4	13.30	3.46	2.12	0.891

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8852	0.9302	0.9372	0.8655	0.9554	0.9925	0.9449	N.G.
109-116	0.9629	0.8760	0.9522	0.9919	0.9860	0.9903	0.9680	0.8908
117-124	0.9524	0.9910	0.9917	N.G.	0.9715	0.9159	0.9577	0.9898
125-130	0.9910	N.G.	0.9774	0.9549	0.9721	0.9877		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6789	0.7016	N.G.	0.6870	N.G.	0.7403	0.7219
139-142	0.7088	0.7002	0.6928	0.6936				
BOUNDARY LAYER DUCT								
143-144	0.6839	0.6319						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1501.4	1542.1	1552.3	N.G.	1481.7	N.G.		
RAKE BULLET								
207-212	1324.7	1344.7	1362.5	1347.5	1317.9	N.G.		
TOP								
213-220	2100.3	1690.6	N.G.	1011.3	906.0	1098.2	1274.1	1335.4
221-224	1379.5	1618.9	1627.6	1611.5				
SIDE								
225-232	2066.4	1847.6	1429.4	1070.8	1103.6	1211.2	1204.4	1273.3
233-236	1311.7	N.G.	1617.5	1685.8				
SPLITTER								
237-244	2100.3	N.G.	N.G.	1409.7	1378.3	1502.8	1505.7	1445.5
245	1437.3							
BOTTOM								
301-308	N.G.	1594.7	1582.9	1572.7	1560.4	1521.3	1554.0	1565.5
309	1566.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.266	N.G.	N.G.	N.G.	-0.164	-0.272	N.G.
318-320	N.G.	-0.179	-0.091					
NACELLE SIDE								
321-328	N.G.	-0.121	-0.192	-0.263	-0.334	-0.450	-0.299	N.G.
329	-0.345							
CANOPY SIDE								
330-334	N.G.	-0.170	N.G.	N.G.	-0.177			
CANOPY CENTER LINE								
335-342	0.720	0.091	-0.346	-0.726	-0.913	-0.435	-0.196	0.111
CANOPY SIDE								
343-344	-0.169	0.132						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 17 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.00	-0.12	0.848	0.806	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.962	2056.7	1651.4	1623.1	11.11	2.61	1.95	0.823

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9233	0.9630	0.9410	0.8871	0.9601	0.9932	0.9877	N.G.
109-116	0.9618	0.8937	0.9591	0.9925	0.9940	0.9911	0.9667	0.9035
117-124	0.9585	0.9913	0.9927	N.G.	0.9700	0.9236	0.9621	0.9879
125-130	0.9902	N.G.	0.9751	0.9570	0.9727	0.9867		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7020	0.7160	N.G.	0.7072	N.G.	0.7478	0.7313
139-142	0.7193	0.7131	0.7081	0.7076				
BOUNDARY LAYER DUCT								
143-144	0.6909	0.6358						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1638.4	1668.0	1676.5	N.G.	1622.8	N.G.		
RAKE BULLET								
207-212	1506.5	1520.3	1537.0	1530.2	1507.4	N.G.		
TOP								
213-220	2070.1	1782.1	N.G.	1205.2	1233.2	1405.7	1443.0	1484.5
221-224	1517.0	1724.8	1731.3	1718.8				
SIDE								
225-232	2030.6	1923.0	1575.1	1333.1	1397.0	1433.9	1429.1	1456.3
233-236	1480.0	N.G.	1718.0	1773.6				
SPLITTER								
237-244	2096.6	N.G.	N.G.	1561.6	1541.2	1631.3	1631.6	1586.4
245	1577.9							
BOTTOM								
301-308	N.G.	1700.1	1694.2	1689.6	1681.7	1655.1	1671.2	1679.1
309	1680.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.177	N.G.	N.G.	N.G.	-0.200	-0.285	N.G.
318-320	N.G.	-0.182	-0.094					
NACELLE SIDE								
321-328	N.G.	-0.238	-0.288	-0.338	-0.402	-0.495	-0.309	N.G.
329	-0.343							
CANOPY SIDE								
330-334	N.G.	-0.175	N.G.	N.G.	-0.150			
CANOPY CENTER LINE								
335-342	0.716	0.086	-0.353	-0.732	-0.907	-0.425	-0.147	0.159
CANOPY SIDE								
343-344	-0.116	0.166						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 18 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.00	-0.12	0.851	0.616	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.962	2055.6	1845.9	1837.7	7.14	1.26	1.49	0.629

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9406	0.9540	0.9422	0.9202	0.9518	0.9859	0.9694	N.G.
109-116	0.9540	0.9235	0.9539	0.9868	0.9850	0.9864	0.9611	0.9277
117-124	0.9538	0.9849	0.9889	N.G.	0.9654	0.9378	0.9554	0.9824
125-130	0.9876	N.G.	0.9710	0.9569	0.9652	0.9796		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6838	0.6485	N.G.	0.6554	N.G.	0.6454	0.6427
139-142	0.6434	0.6463	0.6505	0.6524				
BOUNDARY LAYER DUCT								
143-144	0.6465	0.6214						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1839.7	1854.4	1857.8	N.G.	1831.8	N.G.		
RAKE BULLET								
207-212	1769.7	1777.6	1784.9	1785.8	1771.4	N.G.		
TOP								
213-220	2038.5	1838.3	N.G.	1373.2	1418.1	1568.3	1614.9	1655.9
221-224	1689.8	1865.1	1874.4	1875.3				
SIDE								
225-232	1975.8	1955.2	1679.9	1520.1	1598.0	1641.5	1644.3	1670.5
233-236	1697.1	N.G.	1864.2	1897.6				
SPLITTER								
237-244	2050.3	N.G.	N.G.	1792.3	1782.4	1827.5	1829.0	1806.4
245	1802.1							
BOTTOM								
301-308	N.G.	1734.1	1779.1	1801.9	1814.4	1832.6	1846.2	1853.3
309	1853.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.092	N.G.	N.G.	N.G.	-0.265	-0.308	N.G.
318-320	N.G.	-0.187	-0.097					
NACELLE SIDE								
321-328	N.G.	-0.367	-0.451	-0.463	-0.497	-0.531	-0.296	N.G.
329	-0.332							
CANOPY SIDE								
330-334	N.G.	-0.170	N.G.	N.G.	-0.135			
CANOPY CENTER LINE								
335-342	0.719	0.090	-0.347	-0.725	-0.475	-0.330	-0.105	0.059
CANOPY SIDE								
343-344	-0.091	0.017						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 19 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.12	0.852	0.473	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.824	1761.2	1620.6	1671.5	10.23	0.75	1.15	0.483

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8383	0.8203	0.7856	0.7869	0.8172	0.8601	0.8542	N.G.
109-116	0.7865	0.7844	0.8193	0.8659	0.8637	0.8395	0.7916	0.7832
117-124	0.8161	0.8632	0.8675	N.G.	0.7988	0.7869	0.8131	0.8552
125-130	0.8615	N.G.	0.8153	0.8061	0.8230	0.8485		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6448	0.5770	N.G.	0.5841	N.G.	0.5676	0.5709
139-142	0.5733	0.5761	0.5802	0.5835				
BOUNDARY LAYER DUCT								
143-144	0.6141	0.6151						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1613.5	1622.8	1626.8	N.G.	1619.2	N.G.		
RAKE BULLET								
207-212	1568.3	1577.7	1586.7	1584.4	1574.8	N.G.		
TOP								
213-220	2028.3	1670.3	N.G.	995.5	984.7	1150.8	1267.9	1339.1
221-224	1384.3	1596.0	1621.1	1635.5				
SIDE								
225-232	1831.2	1499.7	1198.8	1081.6	1233.2	1324.7	1366.5	1395.5
233-236	1426.6	N.G.	1595.2	1625.9				
SPLITTER								
237-244	1637.2	N.G.	N.G.	1529.7	1538.1	1577.9	1596.6	1589.8
245	1595.2							
BOTTOM								
301-308	N.G.	1367.8	1400.8	1424.1	1441.2	1502.9	1561.7	1588.6
309	1610.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.005	N.G.	N.G.	N.G.	-0.458	-0.349	N.G.
318-320	N.G.	-0.164	-0.072					
NACELLE SIDE								
321-328	N.G.	-0.006	-0.108	-0.164	-0.201	-0.257	-0.155	N.G.
329	-0.245							
CANOPY SIDE								
330-334	N.G.	-0.285	N.G.	N.G.	-0.235			
CANOPY CENTER LINE								
335-342	0.639	-0.068	-0.500	-0.819	-0.324	-0.300	-0.250	-0.148
CANOPY SIDE								
343-344	-0.239	-0.180						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 20 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.13	0.851	0.605	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.833	1780.6	1537.2	1580.0	16.02	1.36	1.46	0.617

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8476	0.8348	0.7847	0.7662	0.8143	0.8948	0.8744	N.G.
109-116	0.7936	0.7661	0.8157	0.8993	0.8923	0.8664	0.8043	0.7662
117-124	0.8093	0.8895	0.8996	N.G.	0.8134	0.7746	0.8054	0.8763
125-130	0.8894	N.G.	0.8280	0.8048	0.8226	0.8638		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6180	0.5854	N.G.	0.5899	N.G.	0.5805	0.5819
139-142	0.5824	0.5841	0.5862	0.5878				
BOUNDARY LAYER DUCT								
143-144	0.6192	0.6190						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1527.4	1546.9	1549.4	N.G.	1525.1	N.G.		
RAKE BULLET								
207-212	1450.6	1463.9	1484.8	1479.1	1464.7	N.G.		
TOP								
213-220	2061.6	1683.5	N.G.	944.6	851.5	973.7	1132.4	1227.0
221-224	1278.9	1538.1	1561.6	1575.4				
SIDE								
225-232	1984.2	1527.7	1110.1	900.3	1015.2	1158.1	1213.7	1253.0
233-236	1293.6	N.G.	1528.0	1574.8				
SPLITTER								
237-244	1678.5	N.G.	N.G.	1444.4	1443.3	1496.1	1510.2	1491.3
245	1493.2							
BOTTOM								
301-308	N.G.	1379.1	1395.2	1409.8	1419.0	1451.2	1491.6	1517.7
309	1531.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.055	N.G.	N.G.	N.G.	-0.401	-0.335	N.G.
318-320	N.G.	-0.164	-0.070					
NACELLE SIDE								
321-328	N.G.	0.148	0.017	-0.067	-0.123	-0.202	-0.132	N.G.
329	-0.267							
CANOPY SIDE								
330-334	N.G.	-0.286	N.G.	N.G.	-0.272			
CANOPY CENTER LINE								
335-342	0.639	-0.073	-0.502	-0.883	-0.377	-0.355	-0.279	-0.143
CANOPY SIDE								
343-344	-0.272	-0.157						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 21 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.13	0.849	0.704	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.845	1805.2	1455.3	1481.7	18.49	2.13	1.70	0.718

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.8474	0.8283	0.8008	0.7619	0.8114	0.9127	0.8777	N.G.
109-116	0.8206	0.7659	0.8127	0.9160	0.9039	0.8683	0.8351	0.7715
117-124	0.8079	0.9051	0.9181	N.G.	0.8425	0.7866	0.8096	0.8926
125-130	0.9150	N.G.	0.8552	0.8230	0.8357	0.8833		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.6055	0.5930	N.G.	0.5938	N.G.	0.5888	0.5880
139-142	0.5868	0.5868	0.5874	0.5884				
BOUNDARY LAYER DUCT								
143-144	0.6239	0.6229						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1442.4	1470.7	1473.2	N.G.	1434.8	N.G.		
RAKE BULLET								
207-212	1327.5	1345.6	1367.0	1365.9	1347.3	N.G.		
TOP								
213-220	2076.3	1685.2	N.G.	928.8	762.0	845.8	1000.0	1114.9
221-224	1179.0	1473.2	1504.3	1516.1				
SIDE								
225-232	2058.8	1549.4	1079.0	799.5	840.2	981.9	1061.2	1111.8
233-236	1163.2	N.G.	1465.3	1525.4				
SPLITTER								
237-244	1709.0	N.G.	N.G.	1354.6	1344.4	1415.0	1427.2	1395.3
245	1394.7							
BOTTOM								
301-308	N.G.	1367.8	1379.1	1384.7	1390.3	1395.4	1423.3	1451.2
309	1460.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.094	N.G.	N.G.	N.G.	-0.340	-0.326	N.G.
318-320	N.G.	-0.164	-0.069					
NACELLE SIDE								
321-328	N.G.	0.230	0.084	-0.015	-0.077	-0.170	-0.124	N.G.
329	-0.283							
CANOPY SIDE								
330-334	N.G.	-0.291	N.G.	N.G.	-0.289			
CANOPY CENTER LINE								
335-342	0.636	-0.078	-0.508	-0.898	-0.415	-0.396	-0.303	-0.127
CANOPY SIDE								
343-344	-0.296	-0.137						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 22 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.850	0.896	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.972	2076.8	1534.0	1484.3	12.48	3.21	2.17	0.915

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9105	0.8742	0.9044	0.9151	0.9929	0.9865	0.9899	N.G.
109-116	0.9690	0.9625	0.9950	0.9855	0.9913	0.9393	0.9850	0.9944
117-124	0.9955	0.9844	0.9901	N.G.	0.9877	0.9892	0.9892	0.9840
125-130	0.9883	N.G.	0.9864	0.9829	0.9822	0.9846		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7036	0.8923	N.G.	0.8092	N.G.	0.8925	0.8613
139-142	0.8311	0.8087	0.7835	0.7727				
BOUNDARY LAYER DUCT								
143-144	0.7363	0.6518						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1513.9	1556.2	1566.4	N.G.	1499.7	N.G.		
RAKE BULLET								
207-212	1340.8	1362.5	1372.1	1360.3	1333.1	N.G.		
TOP								
213-220	2038.7	1781.8	N.G.	1070.0	894.9	1066.9	1267.4	1317.3
221-224	1367.3	1623.4	1631.3	1624.8				
SIDE								
225-232	2118.1	1570.3	1094.3	804.9	866.7	1020.9	1108.4	1194.2
233-236	1255.8	N.G.	1601.7	1656.2				
SPLITTER								
237-244	2115.5	N.G.	N.G.	1494.7	1444.1	1535.6	1512.7	1445.2
245	1445.2							
BOTTOM								
301-308	N.G.	1254.5	1330.5	1370.1	1389.8	1448.6	1558.6	1574.5
309	1576.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.122	N.G.	N.G.	N.G.	-0.258	-0.318	N.G.
318-320	N.G.	-0.191	-0.098					
NACELLE SIDE								
321-328	N.G.	0.474	0.301	0.171	0.085	-0.057	-0.115	N.G.
329	-0.304							
CANOPY SIDE								
330-334	N.G.	-0.144	N.G.	N.G.	-0.115			
CANOPY CENTER LINE								
335-342	0.666	-0.010	-0.438	-0.819	-0.975	-0.543	-0.230	0.246
CANOPY SIDE								
343-344	-0.049	0.292						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 23 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.12	0.852	0.822	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.982	2098.7	1686.0	1654.0	6.08	2.78	1.99	0.839

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9470	0.9439	0.9463	0.9367	0.9937	0.9867	0.9920	N.G.
109-116	0.9890	0.9733	0.9956	0.9864	0.9910	0.9928	0.9885	0.9959
117-124	0.9964	0.9850	0.9896	N.G.	0.9874	0.9937	0.9940	0.9846
125-130	0.9878	N.G.	0.9858	0.9841	0.9846	0.9847		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8230	0.8867	N.G.	0.8316	N.G.	0.8919	0.8596
139-142	0.8285	0.8106	0.7911	0.7762				
BOUNDARY LAYER DUCT								
143-144	0.7432	0.6546						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1670.8	1703.0	1714.3	N.G.	1655.9	N.G.		
RAKE BULLET								
207-212	1549.4	1561.9	1566.7	1563.5	1545.5	N.G.		
TOP								
213-220	1996.7	1857.8	N.G.	1263.7	1260.9	1406.0	1460.5	1504.3
221-224	1542.9	1763.2	1766.3	1752.7				
SIDE								
225-232	2123.2	1632.4	1185.8	962.1	1072.3	1328.6	1351.2	1420.7
233-236	1463.9	N.G.	1752.7	1794.8				
SPLITTER								
237-244	2122.0	N.G.	N.G.	1676.5	1635.5	1695.4	1675.1	1623.7
245	1614.4							
BOTTOM								
301-308	N.G.	1459.1	1511.3	1539.5	1555.1	1604.2	1695.5	1717.7
309	1719.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.050	N.G.	N.G.	N.G.	-0.282	-0.328	N.G.
318-320	N.G.	-0.192	-0.099					
NACELLE SIDE								
321-328	N.G.	0.435	0.282	0.157	0.070	-0.074	-0.128	N.G.
329	-0.315							
CANOPY SIDE								
330-334	N.G.	-0.136	N.G.	N.G.	-0.106			
CANOPY CENTER LINE								
335-342	0.668	-0.005	-0.432	-0.810	-1.016	-0.542	-0.224	0.295
CANOPY SIDE								
343-344	-0.038	0.333						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 24 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.850	0.822	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.983	2100.5	1689.0	1657.9	6.00	2.80	1.99	0.839

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9484	0.9459	0.9476	0.9379	0.9944	0.9879	0.9932	N.G.
109-116	0.9897	0.9745	0.9965	0.9874	0.9923	0.9943	0.9892	0.9969
117-124	0.9968	0.9860	0.9908	N.G.	0.9879	0.9926	0.9931	0.9853
125-130	0.9887	N.G.	0.9866	0.9849	0.9848	0.9854		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8779	0.8862	N.G.	0.8330	N.G.	0.8923	0.8600
139-142	0.8293	0.8115	0.7922	0.7773				
BOUNDARY LAYER DUCT								
143-144	0.7440	0.6554						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1673.7	1705.6	1717.7	N.G.	1659.0	N.G.		
RAKE BULLET								
207-212	1553.7	1565.5	1575.1	1567.?	1548.9	N.G.		
TOP								
213-220	1994.1	1862.0	N.G.	1273.0	1284.0	1420.1	1467.8	1511.9
221-224	1548.6	1766.3	1768.5	1754.1				
SIDE								
225-232	2122.6	1637.2	1192.0	974.8	1085.0	1344.7	1378.6	1425.2
233-236	1467.8	N.G.	1754.7	1796.8				
SPLITTER								
237-244	2119.2	N.G.	N.G.	1679.3	1639.2	1696.3	1676.8	1626.2
245	1851.0							
BOTTOM								
301-308	N.G.	1472.2	1520.3	1547.1	1562.7	1610.6	1699.8	1722.9
309	1724.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.045	N.G.	N.G.	N.G.	-0.287	-0.328	N.G.
318-320	N.G.	-0.192	-0.099					
NACELLE SIDE								
321-328	N.G.	0.434	0.282	0.154	0.067	-0.075	-0.130	N.G.
329	-0.314							
CANOPY SIDE								
330-334	N.G.	-0.139	N.G.	N.G.	-0.105			
CANOPY CENTER LINE								
335-342	0.667	-0.007	-0.434	-0.812	-1.022	-0.544	-0.217	0.296
CANOPY SIDE								
343-344	-0.035	0.331						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 25 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.12	0.850	0.627	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.987	2110.1	1899.3	1887.1	3.16	1.53	1.51	0.640

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9680	0.9765	0.9704	0.9652	0.9946	0.9899	0.9932	N.G.
109-116	0.9873	0.9834	0.9957	0.9893	0.9920	0.9932	0.9870	0.9955
117-124	0.9960	0.9881	0.9907	N.G.	0.9867	0.9964	0.9951	0.9877
125-130	0.9887	N.G.	0.9865	0.9887	0.9880	0.9866		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8848	0.8515	N.G.	0.8170	N.G.	0.8613	0.8297
139-142	0.8047	0.7933	0.7852	0.7842				
BOUNDARY LAYER DUCT								
143-144	0.7510	0.6554						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1892.8	1908.6	1913.9	N.G.	1881.8	N.G.		
RAKE BULLET								
207-212	1834.0	1839.1	1843.1	1840.8	1828.4	N.G.		
TOP								
213-220	1801.0	2045.2	N.G.	1707.8	1705.3	1748.5	1770.5	1793.1
221-224	1812.3	1934.8	1938.2	1932.6				
SIDE								
225-232	2109.3	1900.4	1646.0	1564.1	1640.6	1698.2	1701.3	1740.0
233-236	1762.3	N.G.	1926.9	1954.3				
SPLITTER								
237-244	2116.4	N.G.	N.G.	1910.3	1886.6	1905.5	1890.8	1864.0
245	1857.2							
BOTTOM								
301-308	N.G.	1807.3	1813.7	1820.8	1824.7	1844.4	1897.6	1913.2
309	1914.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.168	N.G.	N.G.	N.G.	-0.421	-0.363	N.G.
318-320	N.G.	-0.198	-0.102					
NACELLE SIDE								
321-328	N.G.	0.249	0.147	0.043	-0.032	-0.153	-0.170	N.G.
329	-0.337							
CANOPY SIDE								
330-334	N.G.	-0.136	N.G.	N.G.	-0.088			
CANOPY CENTER LINE								
335-342	0.668	-0.006	-0.433	-0.810	-0.864	-0.496	-0.176	0.378
CANOPY SIDE								
343-344	-0.014	0.408						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 26 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.85	0.850	0.623	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.986	2105.4	1896.8	1883.8	2.83	1.62	1.51	0.636

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9722	0.9889	0.9869	0.9650	0.9834	0.9910	0.9917	N.G.
109-116	0.9893	0.9697	0.9848	0.9910	0.9916	0.9929	0.9891	0.9716
117-124	0.9844	0.9901	0.9915	N.G.	0.9886	0.9758	0.9857	0.9903
125-130	0.9919	N.G.	0.9899	0.9847	0.9891	0.9915		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8420	0.7568	N.G.	0.7405	N.G.	0.8570	0.8264
139-142	0.7999	0.7825	0.7608	0.7546				
BOUNDARY LAYER DUCT								
143-144	0.7168	0.6417						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1889.8	1905.0	1913.2	N.G.	1879.1	N.G.		
RAKE BULLET								
207-212	1829.1	1834.5	1839.8	1837.6	1825.7	N.G.		
TOP								
213-220	1791.8	2023.9	N.G.	1782.2	1797.7	1842.6	1853.7	1865.5
221-224	1873.7	1933.0	1934.7	1927.3				
SIDE								
225-232	1448.8	2084.3	2060.6	1984.9	1959.5	1942.0	1912.7	1911.2
233-236	1905.0	N.G.	1933.3	1960.7				
SPLITTER								
237-244	2104.4	N.G.	N.G.	1780.8	1795.2	1865.2	1874.0	1856.2
245	1854.5							
BOTTOM								
301-308	N.G.	1964.9	2003.8	2011.9	2008.9	1964.4	1925.5	1916.3
309	1913.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.223	N.G.	N.G.	N.G.	-0.391	-0.312	N.G.
318-320	N.G.	-0.200	-0.113					
NACELLE SIDE								
321-328	N.G.	-0.832	-0.697	-0.730	-0.726	-0.547	-0.362	N.G.
329	-0.315							
CANOPY SIDE								
330-334	N.G.	-0.336	N.G.	N.G.	-0.243			
CANOPY CENTER LINE								
335-342	0.669	0.005	-0.429	-0.814	-0.565	-0.446	-0.213	0.227
CANOPY SIDE								
343-344	-0.225	0.034						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN '4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 27 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.84	0.847	0.820	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2102.7	1695.0	1665.4	7.08	2.91	1.98	0.838

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9596	0.9916	0.9772	0.9291	0.9954	0.9944	0.9957	N.G.
109-116	0.9831	0.9432	0.9956	0.9934	0.9944	0.9988	0.9825	0.9529
117-124	0.9956	0.9928	0.9949	N.G.	0.9853	0.9663	0.9954	0.9937
125-130	0.9968	N.G.	0.9916	0.9859	0.9965	0.9976		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8415	0.8256	N.G.	0.7702	N.G.	0.9531	0.9258
139-142	0.8907	0.8588	0.8128	0.7873				
BOUNDARY LAYER DUCT								
143-144	0.7302	0.6497						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1680.0	1709.7	1725.7	N.G.	1664.5	N.G.		
RAKE BULLET								
207-212	1560.0	1572.4	1591.1	1576.9	1555.8	N.G.		
TOP								
213-220	1941.5	1901.9	N.G.	1504.4	1540.5	1617.9	1631.4	1652.3
221-224	1664.2	1774.3	1774.9	1756.0				
SIDE								
225-232	1734.8	2081.8	1921.1	1764.4	1741.3	1724.1	1706.8	1677.5
233-236	1673.2	N.G.	1769.8	1821.7				
SPLITTER								
237-244	2113.4	N.G.	N.G.	1544.2	1554.9	1659.7	1668.4	1629.2
245	1624.7							
BOTTOM								
301-308	N.G.	1879.4	1883.0	1877.4	1863.3	1794.0	1753.6	1745.9
309	1742.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.031	N.G.	N.G.	N.G.	-0.329	-0.322	N.G.
318-320	N.G.	-0.196	-0.110					
NACELLE SIDE								
321-328	N.G.	-0.728	-0.721	-0.705	-0.682	-0.507	-0.309	N.G.
329	-0.312							
CANOPY SIDE								
330-334	N.G.	-0.340	N.G.	N.G.	-0.282			
CANOPY CENTER LINE								
335-342	0.664	-0.001	-0.436	-0.823	-0.900	-0.507	-0.251	0.216
CANOPY SIDE								
343-344	-0.268	0.083						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 28 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.84	0.848	0.893	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.975	2083.1	1551.3	1502.0	9.87	3.77	2.16	0.911

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9326	0.9814	0.9577	0.8983	0.9917	0.9883	0.9896	N.G.
109-116	0.9677	0.9235	0.9925	0.9877	0.9893	0.9946	0.9695	0.9398
117-124	0.9921	0.9875	0.9904	N.G.	0.9738	0.9560	0.9927	0.9889
125-130	0.9937	N.G.	0.9847	0.9799	0.9933	0.9938		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8602	0.8440	N.G.	0.7806	N.G.	0.9688	0.9467
139-142	0.9124	0.8774	0.8242	0.7906				
BOUNDARY LAYER DUCT								
143-144	0.7246	0.6475						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1529.2	1571.6	1591.3	N.G.	1512.9	N.G.		
RAKE BULLET								
207-212	1362.6	1383.3	1400.2	1379.6	1350.2	N.G.		
TOP								
213-220	2017.7	1797.5	N.G.	1276.8	1320.0	1447.3	1465.4	1492.5
221-224	1512.9	1666.5	1669.0	1645.6				
SIDE								
225-232	1855.3	2036.9	1791.8	1581.7	1573.8	1554.4	1523.9	1507.2
233-236	1506.1	N.G.	1663.1	1730.5				
SPLITTER								
237-244	2120.5	N.G.	N.G.	1395.4	1388.6	1530.9	1535.4	1479.3
245	1472.2							
BOTTOM								
301-308	N.G.	1783.3	1777.1	1765.6	1744.6	1655.6	1621.1	1617.5
309	1611.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.060	N.G.	N.G.	N.G.	-0.290	-0.316	N.G.
318-320	N.G.	-0.193	-0.107					
NACELLE SIDE								
321-328	N.G.	-0.603	-0.660	-0.626	-0.573	-0.505	-0.285	N.G.
329	-0.306							
CANOPY SIDE								
330-334	N.G.	-0.337	N.G.	N.G.	-0.304			
CANOPY CENTER LINE								
335-342	0.665	0.001	-0.433	-0.820	-1.004	-0.526	-0.276	0.187
CANOPY SIDE								
343-344	-0.290	0.063						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 29 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.54	0.698	0.870	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.990	2114.2	1637.6	1604.6	13.50	4.57	2.11	0.953

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0000	1.0000	1.0000	0.9653	0.8664	0.9752	0.9998	N.G.
109-116	0.9998	0.9810	0.9644	0.9907	0.9999	1.0000	0.9998	0.9962
117-124	0.9944	0.9962	0.9998	N.G.	0.9996	0.9994	0.9995	0.9993
125-130	0.9995	N.G.	0.9998	0.9996	0.9993	0.9998		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8616	0.8933	N.G.	0.8490	N.G.	0.9732	0.9289
139-142	0.8832	0.8595	0.8401	0.8366				
BOUNDARY LAYER DUCT								
143-144	0.8365	0.7518						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1611.4	1659.7	1687.9	N.G.	1591.3	N.G.		
RAKE BULLET								
207-212	1489.1	1504.4	1515.7	1503.4	1478.4	N.G.		
TOP								
213-220	1549.0	2128.7	N.G.	1958.7	1924.5	1920.8	1903.3	1891.5
221-224	1879.6	1727.7	1736.8	1733.1				
SIDE								
225-232	1723.5	2138.0	2065.4	1965.5	1929.6	1902.2	1872.6	1848.3
233-236	1830.8	N.G.	1756.0	1811.6				
SPLITTER								
237-244	1475.9	N.G.	N.G.	1290.9	1296.6	1356.7	1518.8	1598.7
245	1599.5							
BOTTOM								
301-308	N.G.	2020.1	1991.5	1977.4	1964.6	1900.9	1775.3	1697.0
309	1694.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.283	N.G.	N.G.	N.G.	-0.409	-0.311	N.G.
318-320	N.G.	-0.163	-0.077					
NACELLE SIDE								
321-328	N.G.	-0.708	-0.538	-0.492	-0.472	-0.421	-0.274	N.G.
329	-0.275							
CANOPY SIDE								
330-334	N.G.	-0.279	N.G.	N.G.	-0.014			
CANOPY CENTER LINE								
335-342	0.601	-0.084	-0.5.1	-0.798	-0.584	-0.361	0.166	0.427
CANOPY SIDE								
343-344	0.131	0.368						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 30 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.54	0.702	0.767	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2125.3	1788.9	1768.9	9.03	3.19	1.86	0.838

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0011	1.0010	1.0010	0.9784	0.9113	0.9852	1.0010	N.G.
109-116	1.0010	0.9920	0.9869	0.9971	1.0008	1.0008	1.0008	0.9995
117-124	0.9989	0.9996	1.0010	N.G.	1.0007	1.0008	1.0005	1.0010
125-130	1.0010	N.G.	1.0006	1.0010	1.0010	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8893	0.8603	N.G.	0.8319	N.G.	0.9229	0.8755
139-142	0.8397	0.8246	0.8170	0.8163				
BOUNDARY LAYER DUCT								
143-144	0.8310	0.7474						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1772.9	1804.8	1822.9	N.G.	1755.1	N.G.		
RAKE BULLET								
207-212	1689.0	1696.7	1705.4	1701.5	1684.5	N.G.		
TOP								
213-220	1468.8	2129.5	N.G.	2010.1	1979.0	1975.6	1962.1	1953.0
221-224	1944.8	1853.9	1855.6	1851.1				
SIDE								
225-232	1616.8	2137.1	2101.6	2024.5	1992.3	1968.6	1944.8	1927.1
233-236	1913.8	N.G.	1869.5	1907.0				
SPLITTER								
237-244	1619.3	N.G.	N.G.	1520.5	1551.3	1581.7	1708.0	1756.8
245	1754.0							
BOTTOM								
301-308	N.G.	2070.3	2042.1	2027.5	2014.8	1965.6	1881.0	1831.3
309	1826.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.364	N.G.	N.G.	N.G.	-0.419	-0.321	N.G.
318-320	N.G.	-0.167	-0.082					
NACELLE SIDE								
321-328	N.G.	-0.810	-0.603	-0.513	-0.503	-0.443	-0.283	N.G.
329	-0.284							
CANOPY SIDE								
330-334	N.G.	-0.281	N.G.	N.G.	-0.003			
CANOPY CENTER LINE								
335-342	0.600	-0.083	-0.523	-0.806	-0.584	-0.353	0.197	0.421
CANOPY SIDE								
343-344	0.153	0.367						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 31 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.54	0.698	0.556	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.970	2072.6	1907.8	1901.1	2.96	1.55	1.35	0.609

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9625	0.9701	0.9787	0.9770	0.9507	0.9629	0.9650	N.G.
109-116	0.9770	0.9794	0.9617	0.9673	0.9662	0.9698	0.9740	0.9777
117-124	0.9666	0.9684	0.9684	N.G.	0.9721	0.9757	0.9698	0.9697
125-130	0.9713	N.G.	0.9727	0.9753	0.9746	0.9741		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8471	0.7073	N.G.	0.7228	N.G.	0.7067	0.7087
139-142	0.7116	0.7181	0.7239	0.7278				
BOUNDARY LAYER DUCT								
143-144	0.7471	0.7267						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1900.0	1914.4	1924.5	N.G.	1892.3	N.G.		
RAKE BULLET								
207-212	1853.9	1859.0	1862.1	1853.9	1841.8	N.G.		
TOP								
213-220	1768.1	2045.9	N.G.	1831.6	1852.8	1892.0	1910.4	1925.1
221-224	1932.4	1925.6	1927.3	1929.6				
SIDE								
225-232	1698.1	1970.3	1907.6	1888.4	1924.5	1941.7	1946.0	1949.9
233-236	1951.6	N.G.	1942.3	1958.1				
SPLITTER								
237-244	1768.1	N.G.	N.G.	1679.2	1741.0	1811.0	1852.0	1864.7
245	1876.8							
BOTTOM								
301-308	N.G.	1844.9	1920.1	1960.0	1981.8	2013.5	1969.0	1930.3
309	1919.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.709	N.G.	N.G.	N.G.	-0.422	-0.322	N.G.
318-320	N.G.	-0.165	-0.079					
NACELLE SIDE								
321-328	N.G.	-0.692	-0.571	-0.512	-0.481	-0.420	-0.261	N.G.
329	-0.250							
CANOPY SIDE								
330-334	N.G.	-0.258	N.G.	N.G.	0.121			
CANOPY CENTER LINE								
335-342	0.604	-0.068	-0.485	-0.698	-0.417	-0.122	0.182	0.042
CANOPY SIDE								
343-344	0.176	-0.076						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 32 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.54	0.701	0.586	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2132.4	1953.5	1942.7	2.46	1.51	1.43	0.641

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9996	1.0004	1.0007	0.9889	0.9765	0.9865	1.0006	N.G.
109-116	1.0005	0.9989	1.0000	0.9934	1.0006	1.0011	1.0007	1.0002
117-124	1.0007	0.9989	1.0004	N.G.	1.0004	1.0007	1.0006	1.0010
125-130	1.0008	N.G.	1.0006	1.0008	1.0005	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7994	0.8915	N.G.	0.8137	N.G.	0.9643	0.9231
139-142	0.8791	0.8545	0.8369	0.8429				
BOUNDARY LAYER DUCT								
143-144	0.8483	0.7517						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1945.7	1961.2	1969.7	N.G.	1937.5	N.G.		
RAKE BULLET								
207-212	1901.4	1906.2	1909.0	1907.6	1896.3	N.G.		
TOP								
213-220	1419.1	2116.5	N.G.	2068.8	2044.2	2045.9	2038.3	2032.7
221-224	2029.8	1988.3	1987.5	1983.8				
SIDE								
225-232	1336.9	2088.3	2135.4	2104.7	2077.8	2056.1	2027.9	2030.1
233-236	2022.2	N.G.	1996.2	2013.7				
SPLITTER								
237-244	1813.6	N.G.	N.G.	1673.2	1787.0	1879.3	1915.5	1918.9
245	1922.3							
BOTTOM								
301-308	N.G.	2087.1	2060.7	2073.1	2066.7	2040.1	1998.6	1974.8
309	1970.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.200	N.G.	N.G.	N.G.	-0.378	-0.301	N.G.
318-320	N.G.	-0.171	-0.091					
NACELLE SIDE								
321-328	N.G.	-1.181	-0.753	-0.690	-0.667	-0.580	-0.353	N.G.
329	-0.297							
CANOPY SIDE								
330-334	N.G.	-0.221	N.G.	N.G.	0.008			
CANOPY CENTER LINE								
335-342	0.645	0.011	-0.410	-0.679	-0.517	-0.299	0.232	0.499
CANOPY SIDE								
343-344	0.188	0.416						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 33 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.54	0.701	0.772	1.50	-0.02	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.994	2122.1	1779.3	1760.7	10.80	3.37	1.88	0.844

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0006	1.0008	1.0008	0.9728	0.8938	0.9849	1.0008	N.G.
109-116	1.0007	0.9860	0.9799	0.9988	1.0008	1.0011	1.0006	0.9990
117-124	0.9977	1.0000	1.0007	N.G.	1.0005	1.0008	1.0002	1.0006
125-130	1.0001	N.G.	1.0007	1.0008	1.0004	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8962	0.9348	N.G.	0.8756	N.G.	0.9981	0.9815
139-142	0.9380	0.9074	0.8767	0.8679				
BOUNDARY LAYER DUCT								
143-144	0.8509	0.7542						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1762.5	1796.3	1815.0	N.G.	1743.5	N.G.		
RAKE BULLET								
207-212	1678.6	1689.6	1698.4	1688.5	1672.9	N.G.		
TOP								
213-220	1531.8	2128.1	N.G.	2002.4	1975.6	1972.8	1961.2	1952.2
221-224	1943.7	1847.2	1848.0	1843.8				
SIDE								
225-232	1492.0	2131.2	2118.2	2045.4	2006.1	1979.6	1953.6	1931.6
233-236	1917.7	N.G.	1863.0	1901.6				
SPLITTER								
237-244	1615.3	N.G.	N.G.	1559.7	1558.9	1546.2	1687.3	1753.1
245	1750.3							
BOTTOM								
301-308	N.G.	2041.9	2025.5	2016.0	2006.3	1961.0	1874.8	1824.9
309	1818.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.151	N.G.	N.G.	N.G.	-0.361	-0.289	N.G.
318-320	N.G.	-0.168	-0.091					
NACELLE SIDE								
321-328	N.G.	-1.062	-0.761	-0.652	-0.630	-0.553	-0.341	N.G.
329	-0.296							
CANOPY SIDE								
330-334	N.G.	-0.221	N.G.	N.G.	-0.014			
CANOPY CENTER LINE								
335-342	0.647	0.013	-0.408	-0.685	-0.533	-0.340	0.184	0.491
CANOPY SIDE								
343-344	0.148	0.419						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 34 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.01	-0.54	0.700	0.877	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.988	2110.1	1620.1	1589.1	17.58	4.92	2.14	0.960

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0002	1.0010	1.0008	0.9621	0.8276	0.9865	1.0007	N.G.
109-116	1.0010	0.9771	0.9298	0.9988	1.0008	1.0013	1.0007	0.9975
117-124	0.9919	1.0000	1.0010	N.G.	1.0008	1.0008	1.0001	1.0007
125-130	1.0007	N.G.	1.0008	1.0007	1.0007	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9421	0.9490	N.G.	0.8795	N.G.	0.9996	0.9903
139-142	0.9519	0.9186	0.8821	0.8694				
BOUNDARY LAYER DUCT								
143-144	0.8508	0.7545						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1592.9	1642.6	1674.5	N.G.	1570.6	N.G.		
RAKE BULLET								
207-212	1468.4	1485.9	1503.7	1485.3	1456.5	N.G.		
TOP								
213-220	1621.1	2121.2	N.G.	1942.4	1914.8	1913.9	1897.5	1886.2
221-224	1874.4	1717.4	1722.5	1718.8				
SIDE								
225-232	1607.9	2137.5	2085.9	1986.2	1941.6	1910.0	1881.2	1849.3
233-236	1829.2	N.G.	1742.8	1800.4				
SPLITTER								
237-244	1466.1	N.G.	N.G.	1367.6	1363.3	1327.8	1465.5	1587.5
245	1592.6							
BOTTOM								
301-308	N.G.	2002.0	1980.8	1973.1	1961.3	1899.9	1768.2	1688.4
309	1682.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.853	N.G.	N.G.	N.G.	-0.350	-0.289	N.G.
318-320	N.G.	-0.172	-0.093					
NACELLE SIDE								
321-328	N.G.	-0.944	-0.730	-0.613	-0.600	-0.540	-0.342	N.G.
329	-0.302							
CANOPY SIDE								
330-334	N.G.	-0.229	N.G.	N.G.	-0.032			
CANOPY CENTER LINE								
335-342	0.643	0.006	-0.417	-0.699	-0.549	-0.349	0.158	0.471
CANOPY SIDE								
343-344	0.126	0.395						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 . BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 36 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.12	0.701	0.852	1.99	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2101.8	1648.4	1620.7	13.12	4.10	2.08	0.932

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9953	0.9938	0.9850	0.9833	0.8710	0.9710	0.9992	N.G.
109-116	0.9863	0.9891	0.9269	0.9884	1.0000	0.9963	0.9863	0.9914
117-124	0.9645	0.9936	1.0001	N.G.	0.9889	0.9932	0.9896	0.9978
125-130	0.9999	N.G.	0.9942	0.9964	0.9990	1.0000		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8721	0.7574	N.G.	0.7412	N.G.	0.7938	0.7764
139-142	0.7674	0.7638	0.7606	0.7630				
BOUNDARY LAYER DUCT								
143-144	0.7763	0.7313						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1626.5	1670.0	1691.7	N.G.	1605.6	N.G.		
RAKE BULLET								
207-212	1505.1	1518.6	1554.5	1519.8	1491.5	N.G.		
TOP								
213-220	1620.8	2112.7	N.G.	1895.8	1863.1	1875.0	1866.5	1861.7
221-224	1855.2	1737.2	1736.6	1732.7				
SIDE								
225-232	1918.2	2082.5	1956.0	1862.2	1865.4	1860.8	1852.9	1827.5
233-236	1817.6	N.G.	1756.9	1804.4				
SPLITTER								
237-244	1482.8	N.G.	N.G.	1288.2	1355.4	1406.3	1526.3	1581.6
245	1601.6							
BOTTOM								
301-308	N.G.	1964.6	1988.2	1991.5	1986.6	1932.2	1790.9	1703.5
309	1697.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.140	N.G.	N.G.	N.G.	-0.453	-0.331	N.G.
318-320	N.G.	-0.153	-0.064					
NACELLE SIDE								
321-328	N.G.	-0.442	-0.376	-0.366	-0.355	-0.319	-0.217	N.G.
329	-0.261							
CANOPY SIDE								
330-334	N.G.	-0.327	N.G.	N.G.	0.067			
CANOPY CENTER LINE								
335-342	0.560	-0.162	-0.611	-0.875	-0.572	-0.303	0.198	0.244
CANOPY SIDE								
343-344	0.178	0.186						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 37 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.12	0.702	0.731	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.977	2085.9	1778.4	1761.5	6.61	2.73	1.78	0.800

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9692	0.9722	0.9774	0.9851	0.9266	0.9685	0.9778	N.G.
109-116	0.9745	0.9861	0.9522	0.9794	0.9823	0.9740	0.9721	0.9867
117-124	0.9665	0.9831	0.9853	N.G.	0.9735	0.9850	0.9787	0.9872
125-130	0.9871	N.G.	0.9802	0.9862	0.9895	0.9911		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7610	0.7049	N.G.	0.7087	N.G.	0.7242	0.7206
139-142	0.7203	0.7227	0.7242	0.7261				
BOUNDARY LAYER DUCT								
143-144	0.7453	0.7227						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1765.7	1790.5	1807.2	N.G.	1750.2	N.G.		
RAKE BULLET								
207-212	1682.4	1690.3	1700.5	1688.6	1672.5	N.G.		
TOP								
213-220	1720.8	2080.5	N.G.	1817.4	1814.8	1847.6	1857.7	1867.9
221-224	1873.3	1833.7	1832.0	1828.4				
SIDE								
225-232	1876.9	2000.9	1878.3	1830.1	1868.7	1884.6	1882.9	1880.9
233-236	1879.5	N.G.	1846.2	1874.4				
SPLITTER								
237-244	1581.3	N.G.	N.G.	1427.1	1511.0	1611.8	1690.9	1714.3
245	1731.2							
BOTTOM								
301-308	N.G.	1844.2	1915.8	1951.1	1970.3	1977.4	1884.3	1820.6
309	1809.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.940	N.G.	N.G.	N.G.	-0.467	-0.339	N.G.
318-320	N.G.	-0.156	-0.065					
NACELLE SIDE								
321-328	N.G.	-0.468	-0.407	-0.384	-0.371	-0.331	-0.206	N.G.
329	-0.238							
CANOPY SIDE								
330-334	N.G.	-0.320	N.G.	N.G.	0.129			
CANOPY CENTER LINE								
335-342	0.561	-0.159	-0.599	-0.830	-0.501	-0.202	0.168	0.079
CANOPY SIDE								
343-344	0.173	-0.009						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 38 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.03	-0.12	0.701	0.515	1.00	-0.02	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.940	2007.1	1862.5	1862.9	3.47	1.43	1.26	0.563

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9306	0.9448	0.9596	0.9510	0.9270	0.9339	0.9313	N.G.
109-116	0.9536	0.9524	0.9353	0.9366	0.9294	0.9352	0.9466	0.9484
117-124	0.9376	0.9370	0.9306	N.G.	0.9408	0.9445	0.9385	0.9359
125-130	0.9348	N.G.	0.9407	0.9442	0.9425	0.9397		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7336	0.6939	N.G.	0.7050	N.G.	0.6886	0.6914
139-142	0.6942	0.7009	0.7060	0.7087				
BOUNDARY LAYER DUCT								
143-144	0.7303	0.7229						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1852.7	1868.5	1878.9	N.G.	1850.1	N.G.		
RAKE BULLET								
207-212	1809.5	1813.4	1811.4	1805.2	1802.7	N.G.		
TOP								
213-220	1785.2	1986.5	N.G.	1716.8	52.7	1804.4	1829.2	1848.1
221-224	1859.4	1868.7	1872.4	1877.8				
SIDE								
225-232	1708.9	1827.0	1747.9	1758.3	1826.1	1856.9	1870.4	1880.9
233-236	1888.5	N.G.	1892.2	1908.0				
SPLITTER								
237-244	1732.4	N.G.	N.G.	1638.1	1692.6	1765.4	1806.6	1819.1
245	1834.3							
BOTTOM								
301-308	N.G.	1718.8	1793.0	1839.6	1869.5	1942.1	1923.5	1884.3
309	1872.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.763	N.G.	N.G.	N.G.	-0.473	-0.342	N.G.
318-320	N.G.	-0.157	-0.064					
NACELLE SIDE								
321-328	N.G.	-0.486	-0.433	-0.402	-0.381	-0.351	-0.221	N.G.
329	-0.212							
CANOPY SIDE								
330-334	N.G.	-0.304	N.G.	N.G.	0.098			
CANOPY CENTER LINE								
335-342	0.564	-0.146	-0.568	-0.733	-0.353	-0.051	0.093	-0.012
CANOPY SIDE								
343-344	0.103	-0.098						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 39 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.701	0.547	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.964	2057.8	1897.3	1893.2	2.19	0.89	1.33	0.599

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9545	0.9582	0.9536	0.9631	0.9626	0.9656	0.9608	N.G.
109-116	0.9530	0.9627	0.9673	0.9668	0.9630	0.9671	0.9529	0.9595
117-124	0.9691	0.9666	0.9678	N.G.	0.9559	0.9597	0.9700	0.9700
125-130	0.9729	N.G.	0.9643	0.9673	0.9729	0.9740		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7183	0.7278	N.G.	0.7379	N.G.	0.7126	0.7185
139-142	0.7257	0.7336	0.7437	0.7489				
BOUNDARY LAYER DUCT								
143-144	0.7479	0.7242						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1890.2	1901.5	1908.0	N.G.	1889.6	N.G.		
RAKE BULLET								
207-212	1841.6	1849.5	1851.8	1846.2	1835.1	N.G.		
TOP								
213-220	1774.2	2051.7	N.G.	1807.5	1810.3	1851.8	1870.7	1886.8
221-224	1898.7	1914.8	1918.4	1919.3				
SIDE								
225-232	2030.8	1950.3	1785.5	1742.5	1808.3	1842.2	1854.3	1869.3
233-236	1879.2	N.G.	1923.0	1939.9				
SPLITTER								
237-244	1864.2	N.G.	N.G.	1755.8	1786.3	1839.7	1865.4	1865.9
245	1871.6							
BOTTOM								
301-308	N.G.	1879.5	1912.5	1929.6	1940.1	1953.1	1927.5	1904.0
309	1907.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.624	N.G.	N.G.	N.G.	-0.410	-0.328	N.G.
318-320	N.G.	-0.178	-0.091					
NACELLE SIDE								
321-328	N.G.	-0.053	-0.108	-0.157	-0.185	-0.208	-0.142	N.G.
329	-0.227							
CANOPY SIDE								
330-334	N.G.	-0.157	N.G.	N.G.	0.091			
CANOPY CENTER LINE								
335-342	0.595	-0.073	-0.480	-0.682	-0.392	-0.103	0.183	0.069
CANOPY SIDE								
343-344	0.167	0.055						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 40 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.699	0.764	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2134.6	1802.4	1781.7	2.28	2.54	1.83	0.836

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0000	1.0008	1.0008	0.9787	0.9792	0.9816	1.0008	N.G.
109-116	1.0008	0.9974	1.0007	0.9934	1.0010	1.0014	1.0007	1.0006
117-124	1.0007	0.9998	1.0006	N.G.	1.0004	1.0008	1.0004	1.0006
125-130	1.0006	N.G.	1.0004	1.0008	1.0007	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8189	0.8824	N.G.	0.8423	N.G.	0.9569	0.9098
139-142	0.8678	0.8462	0.8343	0.8351				
BOUNDARY LAYER DUCT								
143-144	0.8324	0.7491						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1784.7	1815.1	1832.1	N.G.	1777.9	N.G.		
RAKE BULLET								
207-212	1703.1	1712.4	1723.7	1713.8	1698.5	N.G.		
TOP								
213-220	1550.9	2139.0	N.G.	1978.1	1945.9	1947.3	1938.2	1932.9
221-224	1928.9	1869.6	1869.6	1860.3				
SIDE								
225-232	1998.1	2100.3	1976.1	1896.2	1901.0	1895.0	1884.6	1879.0
233-236	1875.0	N.G.	1880.1	1914.5				
SPLITTER								
237-244	1660.4	N.G.	N.G.	1359.7	1550.9	1696.6	1754.7	1749.4
245	1750.8							
BOTTOM								
301-308	N.G.	2015.4	1995.0	1987.3	1979.6	1946.4	1882.2	1844.8
309	1837.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.186	N.G.	N.G.	N.G.	-0.423	-0.328	N.G.
318-320	N.G.	-0.177	-0.091					
NACELLE SIDE								
321-328	N.G.	-0.124	-0.126	-0.165	-0.190	-0.216	-0.170	N.G.
329	-0.249							
CANOPY SIDE								
330-334	N.G.	-0.170	N.G.	N.G.	0.016			
CANOPY CENTER LINE								
335-342	0.590	-0.089	-0.516	-0.786	-0.574	-0.340	0.188	0.440
CANOPY SIDE								
343-344	0.160	0.411						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 41 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.700	0.876	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2124.8	1640.0	1606.9	13.13	4.27	2.14	0.959

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0001	1.0008	0.9613	0.8708	0.9931	1.0010	N.G.
109-116	1.0010	0.9891	0.9902	1.0001	1.0008	1.0013	1.0010	1.0006
117-124	0.9999	1.0010	1.0007	N.G.	1.0010	1.0002	1.0008	1.0010
125-130	1.0010	N.G.	1.0008	1.0010	1.0011	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8950	0.9005	N.G.	0.8558	N.G.	0.9799	0.9378
139-142	0.8931	0.8678	0.8476	0.8439				
BOUNDARY LAYER DUCT								
143-144	0.8322	0.7488						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1614.1	1662.1	1687.2	N.G.	1596.6	N.G.		
RAKE BULLET								
207-212	1489.3	1506.8	1520.7	1505.1	1480.3	N.G.		
TOP								
213-220	1625.4	2133.1	N.G.	1914.2	1860.4	1883.5	1870.8	1862.3
221-224	1854.7	1741.2	1742.0	1734.4				
SIDE								
225-232	2057.4	2064.2	1896.2	1801.9	1814.9	1809.8	1791.4	1784.4
233-236	1777.9	N.G.	1761.2	1814.6				
SPLITTER								
237-244	1531.1	N.G.	N.G.	1371.6	1370.7	1361.7	1557.9	1611.0
245	1600.6							
BOTTOM								
301-308	N.G.	1961.2	1943.1	1934.9	1925.7	1879.6	1773.2	1709.5
309	1703.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.033	N.G.	N.G.	N.G.	-0.407	-0.322	N.G.
318-320	N.G.	-0.177	-0.093					
NACELLE SIDE								
321-328	N.G.	-0.040	-0.074	-0.127	-0.161	-0.200	-0.162	N.G.
329	-0.248							
CANOPY SIDE								
330-334	N.G.	-0.173	N.G.	N.G.	0.002			
CANOPY CENTER LINE								
335-342	0.590	-0.091	-0.520	-0.800	-0.591	-0.366	0.162	0.432
CANOPY SIDE								
343-344	0.138	0.403						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 42 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.89	0.700	0.862	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.986	2109.2	1641.6	1608.7	15.83	4.51	2.10	0.943

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9998	1.0011	1.0011	0.9891	0.8453	0.9638	1.0000	N.G.
109-116	1.0007	0.9977	0.9056	0.9842	1.0011	1.0013	1.0007	1.0004
117-124	0.9510	0.9922	1.0011	N.G.	1.0007	1.0004	0.9855	0.9977
125-130	1.0007	N.G.	1.0008	1.0010	1.0000	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9209	0.8800	N.G.	0.8332	N.G.	0.9644	0.9281
139-142	0.8849	0.8609	0.8388	0.8309				
BOUNDARY LAYER DUCT								
143-144	0.8275	0.7465						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1614.4	1663.5	1691.8	N.G.	1596.6	N.G.		
RAKE BULLET								
207-212	1492.1	1509.4	1520.7	1507.4	1483.7	N.G.		
TOP								
213-220	1463.9	2113.0	N.G.	1999.0	1967.0	1960.0	1940.8	1924.4
221-224	1910.0	1726.8	1733.5	1732.7				
SIDE								
225-232	1301.3	2109.4	2133.9	2071.5	2019.8	1981.4	1944.7	1912.8
233-236	1887.7	N.G.	1759.2	1812.0				
SPLITTER								
237-244	1431.1	N.G.	N.G.	1290.0	1311.7	1371.0	1495.5	1574.6
245	1598.0							
BOTTOM								
301-308	N.G.	2059.7	2034.9	2019.0	2005.0	1934.1	1789.8	1697.2
309	1693.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.439	N.G.	N.G.	N.G.	-0.450	-0.341	N.G.
318-320	N.G.	-0.190	-0.108					
NACELLE SIDE								
321-328	N.G.	-1.401	-1.128	-0.931	-0.851	-0.682	-0.395	N.G.
329	-0.302							
CANOPY SIDE								
330-334	N.G.	-0.412	N.G.	N.G.	-0.058			
CANOPY CENTER LINE								
335-342	0.590	-0.082	-0.527	-0.812	-0.594	-0.369	0.168	0.409
CANOPY SIDE								
343-344	0.119	0.321						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID. PAGE

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 43 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	3.89	0.699	0.752	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.991	2119.5	1796.1	1776.0	10.21	3.06	1.84	0.824

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0008	1.0011	1.0010	0.9904	0.8999	0.9726	1.0011	N.G.
109-116	1.0008	0.9984	0.9462	0.9883	1.0006	1.0004	1.0004	1.0000
117-124	0.9720	0.9937	1.0007	N.G.	1.0001	1.0000	0.9903	0.9971
125-130	1.0001	N.G.	1.0002	1.0000	0.9986	0.9996		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9075	0.8562	N.G.	0.8234	N.G.	0.9405	0.8998
139-142	0.8625	0.8448	0.8297	0.8248				
BOUNDARY LAYER DUCT								
143-144	0.8277	0.7468						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1779.6	1811.2	1829.3	N.G.	1764.3	N.G.		
RAKE BULLET								
207-212	1696.3	1[illegible]	1713.8	1707.9	1691.5	N.G.		
TOP								
213-220	1382.9	2109.1	N.G.	2041.3	2014.8	2008.6	1993.3	1982.0
221-224	1972.1	1857.2	1858.3	1855.5				
SIDE								
225-232	1203.6	2082.8	2139.8	2104.8	2065.0	2034.8	2006.3	1982.3
233-236	1961.7	N.G.	1877.0	1910.9				
SPLITTER								
237-244	1571.8	N.G.	N.G.	1500.6	1537.3	1596.6	1698.5	1746.8
245	1758.7							
BOTTOM								
301-308	N.G.	2089.9	2070.4	2056.6	2045.6	1990.9	1892.7	1833.6
309	1827.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.501	N.G.	N.G.	N.G.	-0.456	-0.345	N.G.
318-320	N.G.	-0.187	-0.108					
NACELLE SIDE								
321-328	N.G.	-1.395	-1.172	-1.016	-0.922	-0.724	-0.413	N.G.
329	-0.298							
CANOPY SIDE								
330-334	N.G.	-0.409	N.G.	N.G.	-0.037			
CANOPY CENTER LINE								
335-342	0.591	-0.080	-0.522	-0.798	-0.579	-0.352	0.200	0.414
CANOPY SIDE								
343-344	0.149	0.323						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 44 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	3.89	0.701	0.575	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2129.1	1957.1	1946.3	4.61	1.76	1.40	0.628

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0001	1.0008	1.0005	0.9961	0.9549	0.9821	1.0005	N.G.
109-116	1.0004	0.9987	0.9769	0.9903	1.0008	1.0008	1.0001	1.0000
117-124	0.9891	0.9932	1.0004	N.G.	1.0000	0.9998	0.9945	0.9968
125-130	1.0001	N.G.	1.0002	0.9998	0.9987	0.9998		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8468	0.7884	N.G.	0.7816	N.G.	0.8592	0.8254
139-142	0.8070	0.8016	0.7973	0.7965				
BOUNDARY LAYER DUCT								
143-144	0.8208	0.7438						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1949.5	1965.4	1975.5	N.G.	1938.0	N.G.		
RAKE BULLET								
207-212	1905.2	1909.4	1912.0	1911.7	1900.7	N.G.		
TOP								
213-220	1308.9	2097.2	N.G.	2080.8	2062.8	2060.5	2054.3	2048.6
221-224	2043.6	1987.7	1987.1	1986.5				
SIDE								
225-232	1094.3	2034.5	2131.1	2131.4	2111.0	2094.4	2078.0	2061.4
233-236	2052.9	N.G.	2001.5	2016.7				
SPLITTER								
237-244	1781.8	N.G.	N.G.	1727.1	1794.8	1856.9	1900.7	1920.7
245	1930.3							
BOTTOM								
301-308	N.G.	2105.5	2115.2	2110.6	2101.4	2066.4	2008.3	1976.3
309	1970.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.522	N.G.	N.G.	N.G.	-0.482	-0.353	N.G.
318-320	N.G.	-0.191	-0.109					
NACELLE SIDE								
321-328	N.G.	-1.203	-1.102	-1.077	-1.034	-0.822	-0.461	N.G.
329	-0.294							
CANOPY SIDE								
330-334	N.G.	-0.404	N.G.	N.G.	0.041			
CANOPY CENTER LINE								
335-342	0.593	-0.077	-0.514	-0.784	-0.553	-0.313	0.260	0.350
CANOPY SIDE								
343-344	0.219	0.187						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 45 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.12	0.600	0.510	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.986	2109.0	1975.0	1968.8	1.73	1.29	1.25	0.606

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9806	0.9853	0.9891	0.9888	0.9744	0.9807	0.9818	N.G.
109-116	0.9884	0.9915	0.9848	0.9847	0.9831	0.9864	0.9872	0.9907
117-124	0.9880	0.9861	0.9850	N.G.	0.9858	0.9898	0.9895	0.9873
125-130	0.9876	N.G.	0.9867	0.9895	0.9907	0.9897		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.7802	0.7827	N.G.	0.7867	N.G.	0.7931	0.7886
139-142	0.7884	0.7912	0.7944	0.7983				
BOUNDARY LAYER DUCT								
143-144	0.8208	0.7928						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1969.7	1981.3	1988.1	N.G.	1961.0	N.G.		
RAKE BULLET								
207-212	1933.0	1937.5	1940.1	1936.4	1927.9	N.G.		
TOP								
213-220	1694.4	2098.2	N.G.	1970.8	1971.4	1987.5	1994.6	2002.8
221-224	2005.0	1994.8	1996.0	1994.6				
SIDE								
225-232	1765.0	2060.4	2022.5	1995.1	2007.8	2012.4	2010.1	2012.1
233-236	2011.2	N.G.	2005.6	2018.0				
SPLITTER								
237-244	1859.0	N.G.	N.G.	1770.7	1838.7	1906.5	1939.2	1944.9
245	1950.5							
BOTTOM								
301-308	N.G.	1978.1	2023.9	2042.6	2051.8	2055.4	2018.5	1993.7
309	1986.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.849	N.G.	N.G.	N.G.	-0.388	-0.294	N.G.
318-320	N.G.	-0.151	-0.067					
NACELLE SIDE								
321-328	N.G.	-0.668	-0.530	-0.472	-0.440	-0.377	-0.234	N.G.
329	-0.239							
CANOPY SIDE								
330-334	N.G.	-0.229	N.G.	N.G.	0.121			
CANOPY CENTER LINE								
335-342	0.571	-0.073	-0.447	-0.606	-0.421	-0.190	0.236	0.148
CANOPY SIDE								
343-344	0.218	0.022						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 46 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.12	0.600	0.684	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2127.8	1872.4	1857.4	3.37	2.18	1.68	0.812

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9989	0.9990	0.9988	0.9776	0.9661	0.9776	0.9993	N.G.
109-116	0.9992	0.9880	0.9987	0.9898	0.9993	0.9996	0.9989	0.9970
117-124	0.9989	0.9962	0.9988	N.G.	0.9987	0.9987	0.9989	0.9988
125-130	0.9986	N.G.	0.9989	0.9990	0.9990	0.9988		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8584	0.9248	N.G.	0.8819	N.G.	0.9880	0.9597
139-142	0.9220	0.9006	0.8819	0.8794				
BOUNDARY LAYER DUCT								
143-144	0.8812	0.8095						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1859.0	1883.9	1896.6	N.G.	1850.3	N.G.		
RAKE BULLET								
207-212	1795.5	1802.9	1810.5	1805.1	1792.7	N.G.		
TOP								
213-220	1523.3	2131.5	N.G.	2041.2	2014.6	2011.2	2000.8	1993.4
221-224	1987.2	1922.0	1922.0	1917.8				
SIDE								
225-232	1712.5	2136.6	2108.9	2047.1	2022.2	2004.2	1988.1	1971.7
233-236	1963.2	N.G.	1932.2	1960.1				
SPLITTER								
237-244	1693.6	N.G.	N.G.	1486.9	1652.1	1767.0	1817.0	1827.7
245	1828.0							
BOTTOM								
301-308	N.G.	2061.3	2046.2	2037.2	2029.8	1996.5	1935.9	1901.9
309	1893.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.304	N.G.	N.G.	N.G.	-0.389	-0.292	N.G.
318-320	N.G.	-0.151	-0.071					
NACELLE SIDE								
321-328	N.G.	-0.709	-0.537	-0.453	-0.437	-0.387	-0.254	N.G.
329	-0.258							
CANOPY SIDE								
330-334	N.G.	-0.247	N.G.	N.G.	-0.008			
CANOPY CENTER LINE								
335-342	0.569	-0.088	-0.476	-0.661	-0.508	-0.322	0.167	0.432
CANOPY SIDE								
343-344	0.136	0.368						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 47 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.13	0.600	0.800	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2126.4	1750.5	1727.2	6.89	3.24	1.96	0.950

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0007	1.0010	0.9698	0.9326	0.9731	1.0011	N.G.
109-116	1.0008	0.9828	0.9972	0.9891	1.0008	1.0012	1.0007	0.9963
117-124	1.0004	0.9977	1.0008	N.G.	1.0007	1.0008	1.0007	1.0008
125-130	1.0010	N.G.	1.0006	1.0008	1.0008	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9416	0.9394	N.G.	0.8924	N.G.	0.9967	0.9782
139-142	0.9408	0.9171	0.8934	0.8859				
BOUNDARY LAYER DUCT								
143-144	0.8816	0.8096						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1727.5	1767.8	1787.9	N.G.	1719.0	N.G.		
RAKE BULLET								
207-212	1636.0	1649.3	1655.5	1650.7	1634.0	N.G.		
TOP								
213-220	1604.1	2133.5	N.G.	1994.3	1965.8	1962.1	1947.4	1938.4
221-224	1929.1	1822.1	1826.6	1821.8				
SIDE								
225-232	1821.8	2138.8	2072.5	1989.8	1962.7	1941.5	1919.7	1901.1
233-236	1887.8	N.G.	1841.8	1883.0				
SPLITTER								
237-244	1558.1	N.G.	N.G.	1308.5	1432.4	1584.6	1674.7	1701.8
245	1703.5							
BOTTOM								
301-308	N.G.	2027.5	2010.4	2002.2	1992.4	1945.9	1853.8	1800.1
309	1793.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.969	N.G.	N.G.	N.G.	-0.376	-0.285	N.G.
318-320	N.G.	-0.150	-0.071					
NACELLE SIDE								
321-328	N.G.	-0.583	-0.455	-0.422	-0.406	-0.364	-0.245	N.G.
329	-0.252							
CANOPY SIDE								
330-334	N.G.	-0.248	N.G.	N.G.	-0.021			
CANOPY CENTER LINE								
335-342	0.568	-0.088	-0.478	-0.666	-0.516	-0.337	0.143	0.418
CANOPY SIDE								
343-344	0.116	0.359						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 48 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.13	0.601	0.806	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2122.8	1738.1	1715.9	11.13	3.59	1.98	0.957

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0005	1.0008	1.0008	0.9661	0.8908	0.9835	1.0011	N.G.
109-116	1.0007	0.9795	0.9822	0.9957	1.0010	1.0013	1.0008	0.9971
117-124	0.9984	0.9995	1.0008	N.G.	1.0011	1.0008	1.0005	1.0010
125-130	1.0008	N.G.	1.0007	1.0010	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9684	0.9774	N.G.	0.9146	N.G.	1.0001	0.9987
139-142	0.9805	0.9538	0.9187	0.9040				
BOUNDARY LAYER DUCT								
143-144	0.8920	0.8131						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1717.3	1756.5	1777.4	N.G.	1701.2	N.G.		
RAKE BULLET								
207-212	1622.4	1635.1	1644.7	1636.3	1618.8	N.G.		
TOP								
213-220	1694.7	2128.1	N.G.	1976.8	1954.2	1953.3	1941.2	1932.4
221-224	1923.1	1812.5	1816.7	1811.3				
SIDE								
225-232	1732.0	2140.3	2089.7	2005.0	1972.0	1946.6	1921.4	1900.8
233-236	1886.7	N.G.	1832.2	1875.1				
SPLITTER								
237-244	1559.5	N.G.	N.G.	1439.7	1468.0	1510.3	1641.3	1704.0
245	1702.3							
BOTTOM								
301-308	N.G.	2016.2	2002.7	1998.8	1990.7	1942.8	1846.9	1789.1
309	1783.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
316-317	N.G.	-0.497	N.G.	N.G.	N.G.	-0.304	-0.251	N.G.
318-320	N.G.	-0.148	-0.078					
NACELLE SIDE								
321-328	N.G.	-0.761	-0.581	-0.512	-0.494	-0.453	-0.296	N.G.
329	-0.266							
CANOPY SIDE								
330-334	N.G.	-0.192	N.G.	N.G.	-0.028			
CANOPY CENTER LINE								
335-342	0.613	0.004	-0.375	-0.581	-0.465	-0.306	0.146	0.449
CANOPY SIDE								
343-344	0.118	0.374						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 49 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.13	0.601	0.695	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2130.1	1865.4	1849.6	3.54	2.25	1.71	0.825

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0006	1.0007	0.9757	0.9655	0.9781	1.0007	N.G.
109-116	1.0005	0.9856	1.0000	0.9895	1.0005	1.0008	1.0004	0.9983
117-124	1.0006	0.9978	1.0004	N.G.	1.0002	1.0006	1.0005	1.0004
125-130	1.0001	N.G.	1.0005	1.0007	1.0001	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9846	0.9692	N.G.	0.9128	N.G.	1.0001	0.9965
139-142	0.9726	0.9460	0.9150	0.9037				
BOUNDARY LAYER DUCT								
143-144	0.8927	0.8131						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1850.9	1876.8	1890.9	N.G.	1842.9	N.G.		
RAKE BULLET								
207-212	1785.9	1793.5	1800.0	1796.6	1783.7	N.G.		
TOP								
213-220	1595.9	2133.2	N.G.	2031.8	2009.5	2007.0	1997.4	1990.3
221-224	1984.1	1915.8	1916.1	1911.3				
SIDE								
225-232	1607.5	2135.5	2123.3	2062.0	2031.0	2008.7	1988.9	1973.4
233-236	1962.9	N.G.	1927.6	1956.2				
SPLITTER								
237-244	1677.5	N.G.	N.G.	1459.5	1632.9	1757.4	1808.8	1818.7
245	1821.5							
BOTTOM								
301-308	N.G.	2053.6	2042.6	2036.2	2030.3	1996.3	1934.1	1897.8
309	1891.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.836	N.G.	N.G.	N.G.	-0.322	-0.257	N.G.
318-320	N.G.	-0.148	-0.076					
NACELLE SIDE								
321-328	N.G.	-0.884	-0.640	-0.561	-0.536	-0.472	-0.302	N.G.
329	-0.267							
CANOPY SIDE								
330-334	N.G.	-0.189	N.G.	N.G.	-0.015			
CANOPY CENTER LINE								
335-342	0.615	0.006	-0.370	-0.572	-0.455	-0.296	0.168	0.477
CANOPY SIDE								
343-344	0.138	0.400						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 50 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.13	0.601	0.527	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2134.6	1992.5	1985.2	1.83	1.52	1.29	0.626

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0000	1.0002	1.0005	0.9897	0.9825	0.9896	1.0004	N.G.
109-116	0.9999	0.9963	1.0000	0.9951	1.0001	1.0008	0.9994	1.0000
117-124	1.0004	0.9993	1.0000	N.G.	1.0000	1.0002	1.0000	1.0002
125-130	1.0004	N.G.	1.0004	1.0001	1.0004	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9834	0.9493	N.G.	0.9061	N.G.	0.9986	0.9850
139-142	0.9509	0.9276	0.9050	0.8995				
BOUNDARY LAYER DUCT								
143-144	0.8931	0.8127						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1987.8	2000.2	2007.3	N.G.	1974.8	N.G.		
RAKE BULLET								
207-212	1952.5	1955.9	1957.9	1957.6	1949.1	N.G.		
TOP								
213-220	1455.3	2123.3	N.G.	2090.8	2072.2	2068.8	2062.3	2057.5
221-224	2054.7	2021.7	2021.4	2016.9				
SIDE								
225-232	1409.3	2101.6	2139.7	2116.8	2094.0	2077.3	2062.3	2054.7
233-236	2047.4	N.G.	2026.8	2041.2				
SPLITTER								
237-244	1879.4	N.G.	N.G.	1769.8	1861.6	1934.4	1963.2	1966.0
245	1967.7							
BOTTOM								
301-308	N.G.	2059.6	2087.4	2084.0	2076.9	2059.0	2028.3	2008.3
309	2005.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.311	N.G.	N.G.	N.G.	-0.346	-0.263	N.G.
318-320	N.G.	-0.148	-0.075					
NACELLE SIDE								
321-328	N.G.	-1.110	-0.707	-0.641	-0.595	-0.499	-0.311	N.G.
329	-0.267							
CANOPY SIDE								
330-334	N.G.	-0.184	N.G.	N.G.	0.002			
CANOPY CENTER LINE								
335-342	0.617	0.011	-0.363	-0.562	-0.442	-0.278	0.208	0.503
CANOPY SIDE								
343-344	0.171	0.433						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 51 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.15	0.598	0.474	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.965	2062.9	1945.2	1942.8	2.26	1.14	1.16	0.565

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9578	0.9652	0.9751	0.9716	0.9533	0.9604	0.9593	N.G.
109-116	0.9718	0.9728	0.9614	0.9635	0.9587	0.9611	0.9679	0.9707
117-124	0.9635	0.9643	0.9597	N.G.	0.9648	0.9685	0.9652	0.9641
125-130	0.9624	N.G.	0.9651	0.9681	0.9685	0.9666		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8973	0.7678	N.G.	0.7776	N.G.	0.7636	0.7659
139-142	0.7687	0.7736	0.7774	0.7808				
BOUNDARY LAYER DUCT								
143-144	0.7987	0.7894						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1937.2	1950.2	1958.4	N.G.	1935.0	N.G.		
RAKE BULLET								
207-212	1903.9	1907.6	1907.0	1902.0	1898.6	N.G.		
TOP								
213-220	1766.7	2053.6	N.G.	1861.3	1877.1	1908.2	1926.0	1938.9
221-224	1947.7	1953.9	1956.2	1958.7				
SIDE								
225-232	1824.9	1929.1	1872.9	1876.5	1924.5	1945.4	1953.3	1962.9
233-236	1967.2	N.G.	1969.4	1981.9				
SPLITTER								
237-244	1825.4	N.G.	N.G.	1761.3	1813.6	1872.9	1905.6	1913.2
245	1923.4							
BOTTOM								
301-308	N.G.	1847.4	1908.8	1942.8	1963.8	2009.1	1990.7	1962.5
309	1955.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.789	N.G.	N.G.	N.G.	-0.432	-0.309	N.G.
318-320	N.G.	-0.138	-0.051					
NACELLE SIDE								
321-328	N.G.	-0.436	-0.388	-0.359	-0.336	-0.304	-0.189	N.G.
329	-0.193							
CANOPY SIDE								
330-334	N.G.	-0.269	N.G.	N.G.	0.134			
CANOPY CENTER LINE								
335-342	0.532	-0.147	-0.513	-0.632	-0.377	-0.096	0.142	0.017
CANOPY SIDE								
343-344	0.150	-0.075						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 52 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.15	0.598	0.673	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2122.9	1876.2	1862.2	2.95	2.01	1.65	0.802

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9921	0.9928	0.9905	0.9914	0.9703	0.9820	0.9949	N.G.
109-116	0.9911	0.9958	0.9927	0.9897	0.9963	0.9947	0.9909	0.9965
117-124	0.9965	0.9939	0.9972	N.G.	0.9911	0.9964	0.9984	0.9978
125-130	0.9984	N.G.	0.9944	0.9971	0.9994	0.9996		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8477	0.7940	N.G.	0.7915	N.G.	0.8215	0.8096
139-142	0.8041	0.8037	0.8029	0.8037				
BOUNDARY LAYER DUCT								
143-144	0.8252	0.7941						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1864.2	1880.8	1898.1	N.G.	1855.5	N.G.		
RAKE BULLET								
207-212	1802.7	1809.2	1817.1	1810.0	1797.3	N.G.		
TOP								
213-220	1611.5	2124.9	N.G.	1982.0	1962.2	1968.7	1965.9	1965.9
221-224	1964.2	1925.0	1923.5	1917.0				
SIDE								
225-232	1932.9	2096.1	2015.3	1959.1	1965.0	1964.5	1957.7	1953.2
233-236	1947.5	N.G.	1933.4	1956.6				
SPLITTER								
237-244	1685.8	N.G.	N.G.	1518.7	1649.4	1768.3	1824.4	1830.1
245	1834.9							
BOTTOM								
301-308	N.G.	2011.4	2038.5	2046.4	2045.9	2019.6	1949.0	1909.1
309	1901.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.143	N.G.	N.G.	N.G.	-0.432	-0.308	N.G.
318-320	N.G.	-0.140	-0.053					
NACELLE SIDE								
321-328	N.G.	-0.422	-0.351	-0.334	-0.322	-0.283	-0.183	N.G.
329	-0.234							
CANOPY SIDE								
330-334	N.G.	-0.284	N.G.	N.G.	0.092			
CANOPY CENTER LINE								
335-342	0.528	-0.164	-0.550	-0.704	-0.501	-0.273	0.219	0.225
CANOPY SIDE								
343-344	0.202	0.139						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 53 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.15	0.599	0.791	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.995	2126.8	1762.0	1739.2	6.54	3.12	1.94	0.941

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0010	1.0007	0.9757	0.9360	0.9768	1.0007	N.G.
109-116	1.0007	0.9874	0.9957	0.9916	1.0004	1.0007	1.0008	0.9972
117-124	1.0001	0.9983	1.0008	N.G.	1.0007	1.0004	1.0008	1.0001
125-130	1.0008	N.G.	1.0011	1.0008	1.0007	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8777	0.8865	N.G.	0.8639	N.G.	0.9322	0.8962
139-142	0.8695	0.8585	0.8525	0.8507				
BOUNDARY LAYER DUCT								
143-144	0.8639	0.8052						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1742.0	1778.1	1797.1	N.G.	1730.7	N.G.		
RAKE BULLET								
207-212	1651.4	1662.7	1673.1	1664.3	1646.8	N.G.		
TOP								
213-220	1538.7	2135.0	N.G.	2004.0	1971.0	1965.6	1951.2	1941.3
221-224	1931.7	1832.1	1834.9	1829.5				
SIDE								
225-232	1917.9	2130.8	2044.7	1966.2	1949.5	1932.6	1914.8	1897.3
233-236	1887.7	N.G.	1849.3	1889.4				
SPLITTER								
237-244	1577.1	N.G.	N.G.	1339.9	1461.3	1594.6	1690.6	1714.3
245	1714.6							
BOTTOM								
301-308	N.G.	2048.0	2022.1	2009.6	1998.9	1950.0	1861.0	1809.8
309	1802.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.376	N.G.	N.G.	N.G.	-0.423	-0.300	N.G.
318-320	N.G.	-0.138	-0.051					
NACELLE SIDE								
321-328	N.G.	-0.388	-0.313	-0.306	-0.305	-0.280	-0.197	N.G.
329	-0.246							
CANOPY SIDE								
330-334	N.G.	-0.290	N.G.	N.G.	-0.002			
CANOPY CENTER LINE								
335-342	0.527	-0.167	-0.559	-0.725	-0.539	-0.336	0.166	0.361
CANOPY SIDE								
343-344	0.128	0.325						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 54 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-4.09	0.599	0.799	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2127.5	1754.0	1730.7	7.95	3.17	1.96	0.950

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0006	1.0011	1.0008	0.9647	0.9222	0.9937	1.0011	N.G.
109-116	1.0011	0.9844	0.9969	0.9996	1.0011	1.0013	1.0008	0.9998
117-124	1.0006	1.0005	1.0008	N.G.	1.0011	1.0007	1.0011	1.0007
125-130	1.0008	N.G.	1.0010	1.0011	1.0010	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9413	0.9425	N.G.	0.8966	N.G.	0.9970	0.9794
139-142	0.9427	0.9177	0.8947	0.8881				
BOUNDARY LAYER DUCT								
143-144	0.8791	0.8107						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1734.1	1770.5	1789.4	N.G.	1721.9	N.G.		
RAKE BULLET								
207-212	1640.9	1653.3	1660.7	1654.2	1638.4	N.G.		
TOP								
213-220	1666.6	2134.5	N.G.	1960.2	1931.2	1932.9	1922.4	1915.6
221-224	1910.0	1830.4	1832.3	1822.5				
SIDE								
225-232	2074.0	2074.9	1938.2	1865.1	1875.0	1871.9	1860.9	1852.7
233-236	1848.2	N.G.	1845.3	1884.9				
SPLITTER								
237-244	1618.3	N.G.	N.G.	1470.9	1503.7	1542.1	1702.7	1718.3
245	1710.7							
BOTTOM								
301-308	N.G.	1978.4	1969.7	1965.9	1960.5	1926.5	1851.0	1803.7
309	1797.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.693	N.G.	N.G.	N.G.	-0.366	-0.288	N.G.
318-320	N.G.	-0.157	-0.077					
NACELLE SIDE								
321-328	N.G.	-0.032	-0.062	-0.112	-0.143	-0.177	-0.148	N.G.
329	-0.216							
CANOPY SIDE								
330-334	N.G.	-0.156	N.G.	N.G.	0.004			
CANOPY CENTER LINE								
335-342	0.558	-0.096	-0.478	-0.661	-0.514	-0.335	0.141	0.422
CANOPY SIDE								
343-344	0.126	0.387						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 55 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-4.09	0.600	0.696	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2135.1	1870.2	1849.9	2.17	2.01	1.71	0.828

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0010	0.9795	0.9901	0.9959	1.0006	N.G.
109-116	1.0001	0.9945	1.0007	0.9993	1.0010	1.0012	1.0008	1.0007
117-124	1.0008	1.0007	1.0007	N.G.	1.0006	1.0007	1.0007	1.0008
125-130	1.0008	N.G.	1.0008	1.0010	1.0008	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9646	0.9304	N.G.	0.8942	N.G.	0.9917	0.9655
139-142	0.9279	0.9068	0.8884	0.8844				
BOUNDARY LAYER DUCT								
143-144	0.8794	0.8099						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1855.8	1880.3	1893.9	N.G.	1851.0	N.G.		
RAKE BULLET								
207-212	1790.0	1801.0	1780.1	1799.3	1791.7	N.G.		
TOP								
213-220	1590.1	2138.7	N.G.	2013.9	1984.2	1984.8	1976.9	1970.7
221-224	1969.3	1919.9	1924.4	1915.9				
SIDE								
225-232	2023.5	2106.2	2008.0	1943.0	1945.3	1936.2	1906.0	1928.3
233-236	1924.4	N.G.	1933.1	1960.2				
SPLITTER								
237-244	1729.3	N.G.	N.G.	1495.8	1635.5	1788.6	1834.0	1826.4
245	1826.1							
BOTTOM								
301-308	N.G.	2023.7	2013.2	2009.4	2003.2	1978.7	1933.4	1904.5
309	1899.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.012	N.G.	N.G.	N.G.	-0.382	-0.293	N.G.
318-320	N.G.	-0.159	-0.078					
NACELLE SIDE								
321-328	N.G.	-0.108	-0.098	-0.141	-0.168	-0.193	-0.154	N.G.
329	-0.219							
CANOPY SIDE								
330-334	N.G.	-0.154	N.G.	N.G.	0.014			
CANOPY CENTER LINE								
335-342	0.559	-0.093	-0.473	-0.657	-0.505	-0.326	0.164	0.437
CANOPY SIDE								
343-344	0.140	0.407						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN A BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 56 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-4.09	0.600	0.523	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2137.1	1998.2	1989.4	0.96	1.10	1.28	0.621

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0H9999	0.9996	1.0006	0.9915	0.9953	1.0000	1.0008	N.G.
101-108	0.9999	0.9996	1.0006	0.9915	0.9953	1.0000	1.0008	N.G.
109-116	1.0007	1.0001	1.0008	1.0010	1.0005	1.0011	1.0006	1.0008
117-124	1.0005	1.0007	1.0010	N.G.	0.9994	1.0008	1.0008	1.0008
125-130	1.0008	N.G.	1.0008	1.0008	1.0008	1.0010		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9450	0.8935	N.G.	0.8752	N.G.	0.9535	0.9140
139-142	0.8834	0.8726	0.8693	0.8691				
BOUNDARY LAYER DUCT								
143-144	0.8802	0.8089						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1990.5	2004.6	2010.5	N.G.	1987.1	N.G.		
RAKE BULLET								
207-212	1958.3	1961.1	1961.9	1963.4	1954.9	N.G.		
TOP								
213-220	1448.3	2132.8	N.G.	2079.4	2056.2	2054.0	2047.2	2044.7
221-224	2043.5	2027.2	2026.0	2021.5				
SIDE								
225-232	1913.7	2137.3	2089.6	2043.0	2034.5	2030.6	2020.4	2020.7
233-236	2021.0	N.G.	2029.7	2042.1				
SPLITTER								
237-244	1925.5	N.G.	N.G.	1803.5	1882.9	1956.6	1976.3	1971.8
245	1972.4							
BOTTOM								
301-308	N.G.	2093.0	2076.6	2069.7	2063.8	2048.5	2027.3	2013.4
309	2010.9							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.461	N.G.	N.G.	N.G.	-0.406	-0.302	N.G.
318-320	N.G.	-0.162	-0.077					
NACELLE SIDE								
321-328	N.G.	-0.263	-0.204	-0.211	-0.225	-0.221	-0.161	N.G.
329	-0.225							
CANOPY SIDE								
330-334	N.G.	-0.151	N.G.	N.G.	0.038			
CANOPY CENTER LINE								
335-342	0.561	-0.091	-0.467	-0.643	-0.488	-0.302	0.219	0.443
CANOPY SIDE								
343-344	0.186	0.420						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

UR 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 57 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	3.87	0.601	0.515	1.00	-0.02	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2131.4	1996.2	1989.4	3.49	1.32	1.27	0.612

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0008	1.0008	1.0008	0.9859	0.9662	0.9860	1.0007	N.G.
109-116	1.0007	0.9902	0.9959	0.9946	1.0010	1.0001	1.0010	0.9969
117-124	1.0001	0.9988	1.0011	N.G.	1.0008	1.0006	1.0007	1.0007
125-130	1.0008	N.G.	1.0008	1.0010	1.0011	1.0011		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9058	0.8673	N.G.	0.8519	N.G.	0.9271	0.8930
139-142	0.8692	0.8600	0.8540	0.8530				
BOUNDARY LAYER DUCT								
143-144	0.8731	0.8064						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1988.8	2003.4	2010.5	N.G.	1982.3	N.G.		
RAKE BULLET								
207-212	1957.7	1961.1	1963.9	1963.1	1953.5	N.G.		
TOP								
213-220	1318.2	2091.5	N.G.	2103.7	2088.2	2083.9	2076.3	2071.5
221-224	2065.6	2020.4	2021.0	2020.4				
SIDE								
225-232	1103.3	2024.6	2129.4	2136.7	2119.8	2105.1	2091.5	2079.4
233-236	2069.8	N.G.	2029.7	2044.1				
SPLITTER								
237-244	1861.4	N.G.	N.G.	1790.6	1864.2	1918.5	1954.6	1970.4
245	1975.2							
BOTTOM								
301-308	N.G.	2119.9	2113.5	2107.1	2100.4	2074.8	2036.0	2013.4
309	2008.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.327	N.G.	N.G.	N.G.	-0.408	-0.315	N.G.
318-320	N.G.	-0.171	-0.092					
NACELLE SIDE								
321-328	N.G.	-1.474	-1.129	-0.962	-0.862	-0.655	-0.391	N.G.
329	-0.287							
CANOPY SIDE								
330-334	N.G.	-0.360	N.G.	N.G.	-0.025			
CANOPY CENTER LINE								
335-342	0.560	-0.083	-0.469	-0.650	-0.493	-0.305	0.231	0.413
CANOPY SIDE								
343-344	0.174	0.315						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 58 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	3.87	0.600	0.677	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.993	2121.9	1871.8	1859.1	8.88	2.67	1.66	0.804

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0007	1.0007	0.9704	0.9131	0.9751	1.0008	N.G.
109-116	1.0005	0.9825	0.9707	0.9959	1.0008	1.0013	1.0008	0.9945
117-124	0.9950	0.9999	1.0008	N.G.	1.0005	1.0004	0.9999	1.0007
125-130	1.0008	N.G.	1.0006	1.0010	1.0006	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9328	0.9229	N.G.	0.8815	N.G.	0.9899	0.9608
139-142	0.9223	0.9013	0.8827	0.8787				
BOUNDARY LAYER DUCT								
143-144	0.8780	0.8096						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1860.3	1885.7	1899.0	N.G.	1842.2	N.G.		
RAKE BULLET								
207-212	1798.2	1805.2	1812.0	1807.8	1794.5	N.G.		
TOP								
213-220	1416.2	2110.7	N.G.	2067.8	2044.4	2037.6	2025.5	2015.9
221-224	2006.8	1919.9	1919.6	1915.9				
SIDE								
225-232	1241.1	2079.1	2139.8	2114.7	2081.9	2057.1	2033.7	2014.7
233-236	2000.6	N.G.	1935.7	1961.1				
SPLITTER								
237-244	1698.5	N.G.	N.G.	1690.9	1687.2	1677.6	1783.8	1847.6
245	1851.0							
BOTTOM								
301-308	N.G.	2086.1	2071.8	2063.6	2055.4	2017.3	1946.4	1903.5
309	1897.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.490	N.G.	N.G.	N.G.	-0.421	-0.312	N.G.
318-320	N.G.	-0.170	-0.091					
NACELLE SIDE								
321-328	N.G.	-1.776	-0.966	-0.853	-0.776	-0.610	-0.359	N.G.
329	-0.288							
CANOPY SIDE								
330-334	N.G.	-0.367	N.G.	N.G.	-0.058			
CANOPY CENTER LINE								
335-342	0.559	-0.088	-0.477	-0.664	-0.511	-0.328	0.166	0.422
CANOPY SIDE								
343-344	0.116	0.333						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 59 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.01	3.87	0.600	0.786	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.991	2118.4	1757.4	1735.9	11.23	3.36	1.93	0.934

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0008	1.0010	1.0012	0.9904	0.8902	0.9757	1.0012	N.G.
109-116	1.0012	0.9972	0.9464	0.9903	1.0011	1.0016	1.0012	1.0008
117-124	0.9740	0.9947	1.0013	N.G.	1.0010	1.0011	0.9919	0.9981
125-130	1.0011	N.G.	1.0006	1.0011	0.9999	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9541	0.9343	N.G.	0.8837	N.G.	0.9931	0.9732
139-142	0.9374	0.9132	0.8880	0.8793				
BOUNDARY LAYER DUCT								
143-144	0.8770	0.8098						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1738.0	1774.2	1794.2	N.G.	1723.1	N.G.		
RAKE BULLET								
207-212	1646.6	1659.5	1667.5	1659.8	1644.9	N.G.		
TOP								
213-220	1512.2	2116.7	N.G.	2026.9	1998.1	1994.1	1978.6	1965.9
221-224	1953.5	1827.3	1829.0	1824.4				
SIDE								
225-232	1372.7	2109.0	2135.0	2083.6	2041.8	2010.5	1982.0	1956.0
233-236	1936.8	N.G.	1848.2	1886.3				
SPLITTER								
237-244	1524.6	N.G.	N.G.	1454.3	1482.8	1534.7	1658.4	1711.5
245	1720.0							
BOTTOM								
301-308	N.G.	2058.0	2041.3	2031.4	2021.6	1970.7	1865.9	1802.4
309	1797.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.263	N.G.	N.G.	N.G.	-0.407	-0.304	N.G.
318-320	N.G.	-0.167	-0.088					
NACELLE SIDE								
321-328	N.G.	-1.493	-0.880	-0.791	-0.728	-0.579	-0.345	N.G.
329	-0.280							
CANOPY SIDE								
330-334	N.G.	-0.364	N.G.	N.G.	-0.067			
CANOPY CENTER LINE								
335-342	0.559	-0.087	-0.477	-0.665	-0.516	-0.334	0.146	0.409
CANOPY SIDE								
343-344	0.097	0.318						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 61 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.98	0.400	0.639	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2131.9	1914.8	1900.0	3.47	1.67	1.58	1.016

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9813	0.9952	0.9956	0.9662	1.0004	1.0007	1.0002	N.G.
109-116	1.0005	0.9980	1.0005	1.0008	1.0005	1.0008	1.0006	1.0006
117-124	1.0005	1.0006	1.0006	N.G.	1.0005	1.0004	1.0005	1.0005
125-130	1.0004	N.G.	1.0004	1.0004	1.0004	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9977	0.9961	N.G.	0.9604	N.G.	1.0000	1.0000
139-142	0.9966	0.9854	0.9625	0.9464				
BOUNDARY LAYER DUCT								
143-144	0.9396	0.9092						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1907.6	1924.0	1931.6	N.G.	1896.0	N.G.		
RAKE BULLET								
207-212	1848.0	1853.4	1859.0	1854.8	1849.1	N.G.		
TOP								
213-220	2106.9	2013.5	N.G.	1816.7	1831.3	1854.2	1866.9	1876.2
221-224	1884.4	1955.0	1956.1	1948.2				
SIDE								
225-232	2135.2	2005.6	1855.1	1794.6	1826.3	1837.0	1844.3	1842.6
233-236	1850.8	N.G.	1951.1	1979.3				
SPLITTER								
237-244	2136.8	N.G.	N.G.	1876.5	1870.9	1907.6	1902.8	1879.1
245	1874.3							
BOTTOM								
301-308	N.G.	1896.6	1909.9	1915.8	1915.8	1912.2	1926.8	1932.4
309	1933.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.031	N.G.	N.G.	N.G.	-0.183	-0.200	N.G.
318-320	N.G.	-0.118	-0.050					
NACELLE SIDE								
321-328	N.G.	0.010	-0.064	-0.132	-0.166	-0.206	-0.161	N.G.
329	-0.201							
CANOPY SIDE								
330-334	N.G.	-0.226	N.G.	N.G.	-0.080			
CANOPY CENTER LINE								
335-342	0.523	-0.098	-0.440	-0.596	-0.488	-0.354	-0.020	0.129
CANOPY SIDE								
343-344	-0.012	0.156						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 62 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.10	0.401	0.583	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2133.6	1957.1	1945.3	2.18	1.35	1.44	0.925

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9862	0.9964	0.9987	0.9790	1.0004	1.0004	1.0005	N.G.
109-116	1.0004	0.9999	1.0007	1.0008	1.0004	1.0007	1.0005	1.0005
117-124	1.0004	0.9996	1.0005	N.G.	1.0005	1.0004	1.0004	1.0004
125-130	1.0002	N.G.	1.0004	1.0004	1.0004	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9984	0.9949	N.G.	0.9598	N.G.	1.0000	0.9998
139-142	0.9956	0.9838	0.9618	0.9466				
BOUNDARY LAYER DUCT								
143-144	0.9424	0.9096						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1951.6	1964.0	1970.8	N.G.	1942.0	N.G.		
RAKE BULLET								
207-212	1903.6	1907.6	1911.0	1909.3	1904.5	N.G.		
TOP								
213-220	2068.2	2060.0	N.G.	1888.9	1892.3	1912.9	1918.3	1925.1
221-224	1932.4	1989.7	1990.3	1984.1				
SIDE								
225-232	2122.4	2053.6	1933.3	1876.8	1895.2	1899.1	1895.7	1900.5
233-236	1905.0	N.G.	1986.4	2009.8				
SPLITTER								
237-244	2136.3	N.G.	N.G.	1924.5	1919.4	1950.2	1946.3	1927.6
245	1923.7							
BOTTOM								
301-308	N.G.	1945.7	1954.6	1958.7	1958.0	1954.1	1966.4	1969.2
309	1971.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.137	N.G.	N.G.	N.G.	-0.209	-0.207	N.G.
318-320	N.G.	-0.119	-0.049					
NACELLE SIDE								
321-328	N.G.	-0.086	-0.123	-0.176	-0.206	-0.238	-0.170	N.G.
329	-0.201							
CANOPY SIDE								
330-334	N.G.	-0.225	N.G.	N.G.	-0.067			
CANOPY CENTER LINE								
335-342	0.522	-0.093	-0.446	-0.587	-0.478	-0.338	0.007	0.183
CANOPY SIDE								
343-344	0.011	0.195						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 63 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.10	0.401	0.500	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2135.4	2009.4	2001.0	1.37	0.97	1.24	0.793

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9938	0.9974	0.9996	0.9874	1.0007	1.0007	1.0006	N.G.
109-116	1.0008	1.0005	1.0008	1.0011	1.0006	1.0008	1.0005	1.0007
117-124	1.0006	1.0006	1.0007	N.G.	1.0006	1.0004	1.0006	1.0005
125-130	1.0004	N.G.	1.0007	1.0006	1.0005	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9992	0.9932	N.G.	0.9589	N.G.	1.0004	1.0000
139-142	0.9943	0.9814	0.9604	0.9478				
BOUNDARY LAYER DUCT								
143-144	0.9464	0.9107						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2004.7	2014.6	2019.4	N.G.	1998.8	N.G.		
RAKE BULLET								
207-212	1971.4	1974.8	1976.2	1975.9	1971.7	N.G.		
TOP								
213-220	1997.9	2107.8	N.G.	1977.0	1972.2	1983.2	1984.7	1985.8
221-224	1992.0	2031.8	2032.9	2028.7				
SIDE								
225-232	2082.4	2105.5	2023.3	1973.1	1977.0	1975.1	1969.1	1973.4
233-236	1976.2	N.G.	2029.8	2047.6				
SPLITTER								
237-244	2137.1	N.G.	N.G.	1986.1	1981.3	2003.6	2001.0	1986.9
245	1985.2							
BOTTOM								
301-308	N.G.	2005.5	2010.4	2011.4	2010.7	2006.3	2015.5	2019.1
309	2019.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.298	N.G.	N.G.	N.G.	-0.245	-0.219	N.G.
318-320	N.G.	-0.119	-0.048					
NACELLE SIDE								
321-328	N.G.	-0.246	-0.223	-0.243	-0.257	-0.261	-0.183	N.G.
329	-0.209							
CANOPY SIDE								
330-334	N.G.	-0.222	N.G.	N.G.	-0.048			
CANOPY CENTER LINE								
335-342	0.527	-0.088	-0.424	-0.575	-0.463	-0.325	0.046	0.260
CANOPY SIDE								
343-344	0.043	0.250						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 64 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.398	0.501	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2135.1	2008.4	2000.1	1.09	0.95	1.24	0.799

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9899	0.9972	0.9996	0.9907	1.0005	1.0005	1.0005	N.G.
109-116	1.0005	1.0007	1.0006	1.0008	0.9994	1.0008	1.0005	1.0007
117-124	1.0004	1.0005	1.0005	N.G.	1.0004	1.0005	1.0006	1.0005
125-130	1.0004	N.G.	1.0006	1.0000	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9995	0.9994	N.G.	0.9687	N.G.	1.0006	1.0003
139-142	0.9994	0.9929	0.9712	0.9549				
BOUNDARY LAYER DUCT								
143-144	0.9522	0.9128						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2004.7	2014.0	2017.7	N.G.	1997.4	N.G.		
RAKE BULLET								
207-212	1970.0	1973.4	1976.2	1974.8	1970.3	N.G.		
TOP								
213-220	2054.4	2085.7	N.G.	1957.6	1960.7	1974.8	1978.2	1983.0
221-224	1987.8	2031.2	2032.4	2027.6				
SIDE								
225-232	2058.4	2115.4	2036.3	1981.6	1980.4	1978.2	1972.8	1972.5
233-236	1974.8	N.G.	2028.1	2046.2				
SPLITTER								
237-244	2137.4	N.G.	N.G.	1986.6	1981.0	2003.0	2000.2	1986.4
245	1981.8							
BOTTOM								
301-308	N.G.	2007.8	2010.1	2012.4	2009.1	2005.8	2014.0	2018.3
309	2018.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.123	N.G.	N.G.	N.G.	-0.172	-0.185	N.G.
318-320	N.G.	-0.118	-0.057					
NACELLE SIDE								
321-328	N.G.	-0.372	-0.328	-0.343	-0.343	-0.340	-0.229	N.G.
329	-0.225							
CANOPY SIDE								
330-334	N.G.	-0.171	N.G.	N.G.	-0.058			
CANOPY CENTER LINE								
335-342	0.571	-0.003	-0.335	-0.502	-0.416	-0.293	0.050	0.256
CANOPY SIDE								
343-344	0.046	0.244						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 65 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.399	0.586	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2134.1	1955.2	1943.3	1.82	1.34	1.45	0.934

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9840	0.9957	0.9977	0.9828	1.0006	1.0006	1.0006	N.G.
109-116	1.0007	1.0007	1.0007	1.0010	1.0006	1.0010	1.0007	1.0008
117-124	1.0007	1.0008	1.0005	N.G.	1.0006	1.0006	1.0008	1.0006
125-130	1.0007	N.G.	1.0005	1.0007	1.0005	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9995	0.9995	N.G.	0.9698	N.G.	1.0002	1.0001
139-142	0.9995	0.9943	0.9722	0.9543				
BOUNDARY LAYER DUCT								
143-144	0.9487	0.9116						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1949.6	1962.6	1968.6	N.G.	1940.0	N.G.		
RAKE BULLET								
207-212	1900.8	1904.8	1909.8	1907.0	1901.4	N.G.		
TOP								
213-220	2109.5	2026.2	N.G.	1862.4	1877.1	1899.1	1911.5	1919.7
221-224	1925.9	1987.8	1988.9	1981.6				
SIDE								
225-232	2110.0	2068.8	1948.5	1884.4	1896.6	1900.2	1900.2	1897.4
233-236	1902.5	N.G.	1983.8	2007.8				
SPLITTER								
237-244	2137.7	N.G.	N.G.	1925.4	1920.0	1948.5	1943.2	1925.1
245	1920.6							
BOTTOM								
301-308	N.G.	1949.0	1953.6	1956.7	1958.5	1952.1	1962.8	1969.5
309	1970.0							

ST TIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.037	N.G.	N.G.	N.G.	-0.134	-0.171	N.G.
318-320	N.G.	-0.112	-0.063					
NACELLE SIDE								
321-328	N.G.	-0.205	-0.224	-0.269	-0.280	-0.295	-0.210	N.G.
329	-0.217							
CANOPY SIDE								
330-334	N.G.	-0.171	N.G.	N.G.	-0.070			
CANOPY CENTER LINE								
335-342	0.572	-0.005	-0.347	-0.505	-0.424	-0.309	0.008	0.183
CANOPY SIDE								
343-344	0.019	0.191						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 66 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.11	0.400	0.645	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2132.3	1910.3	1894.7	3.01	1.68	1.60	1.026

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9778	0.9944	0.9983	0.9709	1.0006	1.0006	1.0006	N.G.
109-116	1.0004	0.9994	1.0004	1.0008	1.0004	1.0010	1.0005	1.0006
117-124	1.0004	1.0007	1.0005	N.G.	1.0005	1.0007	1.0004	1.0006
125-130	1.0002	N.G.	1.0005	1.0005	1.0006	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9997	0.9998	N.G.	0.9702	N.G.	1.0000	1.0002
139-142	0.9999	0.9953	0.9732	0.9536				
BOUNDARY LAYER DUCT								
143-144	0.9459	0.9105						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1903.6	1918.9	1927.3	N.G.	1891.5	N.G.		
RAKE BULLET								
207-212	1841.2	1847.2	1852.2	1848.9	1842.9	N.G.		
TOP								
213-220	2130.6	1969.1	N.G.	1781.1	1805.4	1842.6	1851.1	1863.5
221-224	1873.4	1951.3	1951.6	1940.9				
SIDE								
225-232	2128.9	2021.4	1870.3	1800.3	1826.5	1833.6	1831.9	1836.4
233-236	1844.3	N.G.	1947.4	1976.2				
SPLITTER								
237-244	2136.8	N.G.	N.G.	1873.7	1865.8	1902.8	1897.7	1873.7
245	1868.3							
BOTTOM								
301-308	N.G.	1895.0	1911.2	1914.5	1914.2	1906.8	1921.9	1927.8
309	1928.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.149	N.G.	N.G.	N.G.	-0.124	-0.163	N.G.
318-320	N.G.	-0.114	-0.055					
NACELLE SIDE								
321-328	N.G.	-0.109	-0.169	-0.212	-0.245	-0.290	-0.201	N.G.
329	-0.212							
CANOPY SIDE								
330-334	N.G.	-0.175	N.G.	N.G.	-0.080			
CANOPY CENTER LINE								
335-342	0.572	-0.006	-0.346	-0.517	-0.432	-0.316	-0.010	0.129
CANOPY SIDE								
343-344	0.000	0.148						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 67 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.13	0.399	0.630	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.7	1920.4	1906.0	3.99	1.59	1.56	1.003

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9842	0.9950	0.9928	0.9611	1.0007	1.0007	1.0004	N.G.
109-116	1.0004	0.9880	1.0005	1.0007	1.0006	1.0008	1.0004	1.0004
117-124	1.0007	1.0004	1.0005	N.G.	1.0007	1.0005	1.0006	1.0008
125-130	1.0005	N.G.	0.9999	1.0006	1.0006	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9992	0.9845	N.G.	0.9514	N.G.	0.9997	0.9980
139-142	0.9863	0.9721	0.9522	0.9397				
BOUNDARY LAYER DUCT								
143-144	0.9332	0.9078						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1912.9	1929.6	1936.4	N.G.	1902.5	N.G.		
RAKE BULLET								
207-212	1855.3	1860.4	1865.2	1862.7	1856.2	N.G.		
TOP								
213-220	2073.6	2047.1	N.G.	1847.4	1850.5	1871.7	1876.8	1885.8
221-224	1894.0	1960.1	1960.9	1953.3				
SIDE								
225-232	2136.6	1986.1	1839.5	1789.8	1825.7	1841.5	1844.1	1849.7
233-236	1857.3	N.G.	1955.6	1982.7				
SPLITTER								
237-244	2136.8	N.G.	N.G.	1881.6	1875.1	1912.7	1908.1	1885.6
245	1878.5							
BOTTOM								
301-308	N.G.	1898.4	1911.4	1917.5	1917.8	1917.0	1932.1	1937.5
309	1938.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.184	N.G.	N.G.	N.G.	-0.237	-0.222	N.G.
318-320	N.G.	-0.111	-0.038					
NACELLE SIDE								
321-328	N.G.	0.123	0.030	-0.048	-0.092	-0.142	-0.131	N.G.
329	-0.194							
CANOPY SIDE								
330-334	N.G.	-0.268	N.G.	N.G.	-0.065			
CANOPY CENTER LINE								
335-342	0.483	-0.171	-0.511	-0.648	-0.514	-0.366	-0.012	0.135
CANOPY SIDE								
343-344	-0.003	0.169						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
P 68 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.13	0.398	0.572	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2132.4	1962.6	1951.1	3.14	1.31	1.42	0.914

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9895	0.9965	0.9964	0.9697	1.0004	0.9996	1.0005	N.G.
109-116	1.0005	0.9925	1.0004	1.0008	1.0006	1.0011	1.0004	0.9996
117-124	1.0007	1.0006	1.0001	N.G.	1.0000	1.0006	1.0005	1.0005
125-130	1.0006	N.G.	1.0006	1.0006	1.0005	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9972	0.9842	N.G.	0.9511	N.G.	0.9999	0.9979
139-142	0.9849	0.9706	0.9520	0.9409				
BOUNDARY LAYER DUCT								
143-144	0.9372	0.9090						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1955.9	1970.0	1976.2	N.G.	1948.2	N.G.		
RAKE BULLET								
207-212	1911.0	1914.6	1917.2	1916.3	1911.2	N.G.		
TOP								
213-220	2028.4	2086.0	N.G.	1915.5	1912.7	1927.3	1929.3	1934.4
221-224	1940.3	1993.1	1995.4	1988.9				
SIDE								
225-232	2132.3	2035.8	1917.7	1870.0	1894.3	1900.5	1898.8	1906.7
233-236	1912.1	N.G.	1990.6	2011.5				
SPLITTER								
237-244	2137.1	N.G.	N.G.	1929.9	1925.1	1954.7	1951.3	1933.6
245	1930.2							
BOTTOM								
301-308	N.G.	1948.5	1957.5	1960.8	1961.3	1959.8	1971.5	1975.6
309	1976.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.295	N.G.	N.G.	N.G.	-0.263	-0.226	N.G.
318-320	N.G.	-0.110	-0.033					
NACELLE SIDE								
321-328	N.G.	0.037	-0.025	-0.088	-0.122	-0.159	-0.139	N.G.
329	-0.196							
CANOPY SIDE								
330-334	N.G.	-0.263	N.G.	N.G.	-0.053			
CANOPY CENTER LINE								
335-342	0.487	-0.165	-0.502	-0.639	-0.504	-0.353	0.012	0.191
CANOPY SIDE								
343-344	0.020	0.163						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 69 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.00	-0.13	0.399	0.491	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2134.6	2013.0	2005.2	1.92	0.94	1.22	0.782

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9963	0.9976	0.9990	0.9819	1.0006	1.0000	1.0006	N.G.
109-116	1.0006	0.9969	1.0004	1.0011	1.0006	1.0008	1.0004	1.0004
117-124	1.0006	1.0002	1.0004	N.G.	1.0005	1.0005	1.0005	1.0005
125-130	1.0004	N.G.	1.0004	1.0005	1.0006	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9964	0.9802	N.G.	0.9499	N.G.	0.9996	0.9959
139-142	0.9812	0.9674	0.9506	0.9414				
BOUNDARY LAYER DUCT								
143-144	0.9401	0.9096						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2008.4	2018.3	2022.8	N.G.	2002.7	N.G.		
RAKE BULLET								
207-212	1976.8	1979.3	1981.8	1981.0	1976.2	N.G.		
TOP								
213-220	1940.3	2121.6	N.G.	1996.2	1986.4	1993.4	1992.8	1996.0
221-224	1998.8	2035.2	2036.0	2032.4				
SIDE								
225-232	2104.1	2093.9	2009.8	1966.3	1975.3	1976.8	1973.6	1976.5
233-236	1979.6	N.G.	2032.7	2049.3				
SPLITTER								
237-244	2134.0	N.G.	N.G.	1985.5	1985.8	2007.2	2005.3	1992.3
245	1989.2							
BOTTOM								
301-308	N.G.	2012.2	2013.0	2013.0	2010.9	2010.1	2018.6	2022.2
309	2022.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.471	N.G.	N.G.	N.G.	-0.309	-0.244	N.G.
318-320	N.G.	-0.114	-0.036					
NACELLE SIDE								
321-328	N.G.	-0.107	-0.121	-0.158	-0.181	-0.196	-0.159	N.G.
329	-0.206							
CANOPY SIDE								
330-334	N.G.	-0.261	N.G.	N.G.	-0.042			
CANOPY CENTER LINE								
335-342	0.484	-0.166	-0.501	-0.635	-0.495	-0.341	0.047	0.255
CANOPY SIDE								
343-344	0.045	0.252						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 70 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.03	-0.13	0.396	0.475	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2132.5	2019.0	2011.5	2.15	0.85	1.18	0.762

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9982	0.9978	0.9946	0.9794	1.0007	1.0006	1.0005	N.G.
109-116	1.0007	0.9820	1.0007	1.0000	1.0006	1.0008	1.0005	0.9939
117-124	1.0006	1.0005	1.0007	N.G.	1.0005	1.0000	1.0006	1.0002
125-130	1.0002	N.G.	1.0007	1.0004	1.0004	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9876	0.9537	N.G.	0.9369	N.G.	0.9835	0.9687
139-142	0.9535	0.9501	0.9394	0.9316				
BOUNDARY LAYER DUCT								
143-144	0.9274	0.9047						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2014.6	2023.9	2027.9	N.G.	2009.8	N.G.		
RAKE BULLET								
207-212	1984.7	1987.5	1987.8	1988.9	1984.4	N.G.		
TOP								
213-220	1847.2	2133.5	N.G.	2018.5	2003.3	2005.8	2003.6	2004.7
221-224	2007.0	2040.0	2040.8	2037.5				
SIDE								
225-232	2127.2	2068.5	1983.2	1952.5	1970.3	1976.2	1977.6	1980.4
233-236	1984.4	N.G.	2037.5	2051.9				
SPLITTER								
237-244	2136.6	N.G.	N.G.	1996.0	1990.0	2012.9	2012.0	1999.6
245	1997.4							
BOTTOM								
301-308	N.G.	2022.9	2020.1	2018.3	2018.1	2016.5	2025.2	2027.3
309	2026.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.707	N.G.	N.G.	N.G.	-0.380	-0.263	N.G.
318-320	N.G.	-0.102	-0.023					
NACELLE SIDE								
321-328	N.G.	0.094	0.032	-0.033	-0.067	-0.105	-0.120	N.G.
329	-0.221							
CANOPY SIDE								
330-334	N.G.	-0.325	N.G.	N.G.	-0.023			
CANOPY CENTER LINE								
335-342	0.423	-0.269	-0.595	-0.693	-0.516	-0.346	0.069	0.246
CANOPY SIDE								
343-344	0.063	0.254						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 71 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.03	-0.13	0.397	0.556	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2130.5	1971.0	1961.9	3.04	1.17	1.38	0.889

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9954	0.9969	0.9909	0.9707	1.0004	1.0006	0.9995	N.G.
109-116	1.0006	0.9752	1.0004	1.0010	1.0005	1.0008	1.0002	0.9921
117-124	1.0005	1.0006	1.0004	N.G.	1.0005	1.0002	1.0002	1.0004
125-130	1.0004	N.G.	1.0005	1.0005	1.0007	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9799	0.9581	N.G.	0.9370	N.G.	0.9892	0.9746
139-142	0.9582	0.9499	0.9392	0.9309				
BOUNDARY LAYER DUCT								
143-144	0.9259	0.9030						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1964.3	1977.0	1983.8	N.G.	1959.0	N.G.		
RAKE BULLET								
207-212	1923.7	1925.4	1932.1	1931.0	1923.1	N.G.		
TOP								
213-220	1942.9	2113.7	N.G.	1951.3	1938.4	1947.1	1946.0	1949.9
221-224	1953.3	2001.6	2001.6	1997.1				
SIDE								
225-232	2136.0	2008.1	1890.9	1860.1	1891.5	1909.3	1915.5	1914.4
233-236	1922.3	N.G.	1997.6	2018.5				
SPLITTER								
237-244	2135.4	N.G.	N.G.	1941.2	1938.1	1964.0	1961.5	1944.8
245	1941.2							
BOTTOM								
301-308	N.G.	1963.1	1964.4	1966.9	1967.2	1969.0	1979.7	1983.3
309	1982.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.544	N.G.	N.G.	N.G.	-0.342	-0.252	N.G.
318-320	N.G.	-0.098	-0.011					
NACELLE SIDE								
321-328	N.G.	0.207	0.108	0.028	-0.016	-0.072	-0.105	N.G.
329	-0.213							
CANOPY SIDE								
330-334	N.G.	-0.330	N.G.	N.G.	-0.038			
CANOPY CENTER LINE								
335-342	0.423	-0.272	-0.600	-0.702	-0.531	-0.340	0.031	0.196
CANOPY SIDE								
343-344	0.035	0.217						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 72 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
10.03	-0.13	0.397	0.610	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2128.0	1932.1	1919.8	3.76	1.43	1.51	0.975

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9892	0.9953	0.9886	0.9634	1.0002	1.0005	1.0000	N.G.
109-116	1.0001	0.9675	1.0000	1.0008	1.0004	1.0007	1.0005	0.9901
117-124	1.0005	1.0005	1.0006	N.G.	1.0006	1.0002	1.0004	1.0004
125-130	1.0005	N.G.	1.0002	1.0004	0.9971	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9779	0.9608	N.G.	0.9376	N.G.	0.9913	0.9779
139-142	0.9610	0.9498	0.9391	0.9296				
BOUNDARY LAYER DUCT								
143-144	0.9229	0.9025						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1924.0	1940.9	1947.1	N.G.	1916.6	N.G.		
RAKE BULLET								
207-212	1871.4	1876.0	1881.6	1881.9	1872.0	N.G.		
TOP								
213-220	2005.3	2086.9	N.G.	1890.4	1881.9	1895.4	1896.6	1901.6
221-224	1907.6	1969.1	1970.3	1963.5				
SIDE								
225-232	2134.9	1950.2	1809.0	1779.1	1822.9	1850.0	1856.8	1856.8
233-236	1868.6	N.G.	1964.3	1989.5				
SPLITTER								
237-244	2136.8	N.G.	N.G.	1895.2	1890.4	1924.2	1920.6	1897.1
245	1895.7							
BOTTOM								
301-308	N.G.	1908.1	1916.5	1921.9	1923.7	1928.0	1942.9	1947.0
309	1947.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.422	N.G.	N.G.	N.G.	-0.311	-0.238	N.G.
318-320	N.G.	-0.100	-0.006					
NACELLE SIDE								
321-328	N.G.	0.291	0.166	0.075	0.019	-0.050	-0.093	N.G.
329	-0.203							
CANOPY SIDE								
330-334	N.G.	-0.334	N.G.	N.G.	-0.049			
CANOPY CENTER LINE								
335-342	0.423	-0.271	-0.598	-0.705	-0.535	-0.340	0.008	0.157
CANOPY SIDE								
343-344	0.020	0.187						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 74 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.13	0.397	0.628	2.51	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2128.5	1919.4	1905.1	3.55	1.55	1.56	1.004

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9764	0.9877	0.9781	0.9654	1.0005	1.0004	1.0004	N.G.
109-116	1.0004	0.9910	1.0005	1.0007	1.0004	1.0006	1.0004	1.0002
117-124	1.0004	0.9984	1.0004	N.G.	1.0004	1.0004	1.0005	1.0004
125-130	1.0004	N.G.	1.0005	1.0005	1.0004	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9960	0.9960	N.G.	0.9606	N.G.	0.9999	1.0000
139-142	0.9967	0.9858	0.9632	0.9459				
BOUNDARY LAYER DUCT								
143-144	0.9363	0.9093						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1914.1	1926.8	1935.0	N.G.	1901.9	N.G.		
RAKE BULLET								
207-212	1853.9	1858.2	1865.2	1862.1	1855.3	N.G.		
TOP								
213-220	2115.7	1991.2	N.G.	1783.9	1802.5	1833.0	1850.0	1863.0
221-224	1873.1	1958.1	1959.2	1951.6				
SIDE								
225-232	2123.6	1870.3	1699.2	1678.9	1752.6	1792.1	1809.3	1813.3
233-236	1828.0	N.G.	1951.6	1977.6				
SPLITTER								
237-244	2137.4	N.G.	N.G.	1899.4	1886.7	1915.5	1908.7	1884.7
245	1879.9							
BOTTOM								
301-308	N.G.	1840.3	1868.2	1881.7	1888.4	1899.9	1926.0	1934.9
309	1935.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	0.015	N.G.	N.G.	N.G.	-0.174	-0.201	N.G.
318-320	N.G.	-0.120	-0.058					
NACELLE SIDE								
321-328	N.G.	0.388	0.236	0.127	0.058	-0.032	-0.071	N.G.
329	-0.158							
CANOPY SIDE								
330-334	N.G.	-0.140	N.G.	N.G.	-0.050			
CANOPY CENTER LINE								
335-342	0.515	-0.102	-0.432	-0.596	-0.480	-0.347	-0.020	0.134
CANOPY SIDE								
343-344	0.008	0.177						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 75 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.13	0.398	0.573	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.8	1960.3	1948.1	2.70	1.27	1.42	0.915

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9811	0.9904	0.9841	0.9739	1.0007	1.0004	0.9982	N.G.
109-116	1.0006	0.9976	1.0006	1.0003	1.0004	1.0005	1.0002	1.0006
117-124	1.0000	1.0004	1.0004	N.G.	1.0004	0.9996	1.0006	1.0005
125-130	1.0004	N.G.	1.0007	1.0005	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9978	0.9954	N.G.	0.9604	N.G.	0.9999	1.0000
139-142	0.9958	0.9844	0.9624	0.9471				
BOUNDARY LAYER DUCT								
143-144	0.9398	0.9100						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1955.0	1967.7	1972.8	N.G.	1945.7	N.G.		
RAKE BULLET								
207-212	1907.0	1910.7	1913.8	1913.2	1908.1	N.G.		
TOP								
213-220	2087.7	2039.4	N.G.	1854.5	1865.2	1888.4	1900.8	1911.5
221-224	1921.4	1990.6	1992.6	1986.1				
SIDE								
225-232	2135.2	1929.3	1788.7	1765.8	1820.1	1852.8	1857.0	1871.7
233-236	1883.3	N.G.	1986.4	2007.5				
SPLITTER								
237-244	2138.0	N.G.	N.G.	1944.8	1932.7	1958.4	1948.8	1931.6
245	1926.8							
BOTTOM								
301-308	N.G.	1898.9	1918.8	1928.0	1932.1	1941.3	1963.8	1972.0
309	1973.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.076	N.G.	N.G.	N.G.	-0.194	-0.216	N.G.
318-320	N.G.	-0.118	-0.050					
NACELLE SIDE								
321-328	N.G.	0.327	0.197	0.097	0.036	-0.049	-0.072	N.G.
329	-0.159							
CANOPY SIDE								
330-334	N.G.	-0.135	N.G.	N.G.	-0.034			
CANOPY CENTER LINE								
335-342	0.517	-0.095	-0.424	-0.579	-0.469	-0.333	0.009	0.188
CANOPY SIDE								
343-344	0.030	0.218						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 76 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.13	0.398	0.495	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2132.9	2009.2	2000.7	1.37	0.95	1.23	0.790

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9905	0.9942	0.9920	0.9871	1.0006	1.0006	1.0005	N.G.
109-116	1.0004	0.9995	1.0004	1.0007	1.0004	0.9998	1.0004	1.0005
117-124	1.0005	1.0007	1.0004	N.G.	1.0006	1.0006	1.0005	1.0006
125-130	1.0004	N.G.	1.0004	1.0006	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9985	0.9929	N.G.	0.9593	N.G.	0.9998	0.9996
139-142	0.9938	0.9813	0.9606	0.9473				
BOUNDARY LAYER DUCT								
143-144	0.9432	0.9101						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2005.7	2014.7	2018.4	N.G.	1998.1	N.G.		
RAKE BULLET								
207-212	1971.8	1974.1	1975.2	1976.0	1972.1	N.G.		
TOP								
213-220	2026.3	2092.9	N.G.	1946.7	1945.8	1961.1	1965.6	1971.0
221-224	1980.0	2031.1	2032.5	2028.3				
SIDE								
225-232	2136.4	2011.6	1906.6	1879.8	1911.7	1930.6	1931.7	1945.8
233-236	1953.4	N.G.	2026.6	2044.1				
SPLITTER								
237-244	2136.4	N.G.	N.G.	2000.3	1991.3	2008.8	2003.1	1988.7
245	1985.1							
BOTTOM								
301-308	N.G.	1968.5	1979.5	1984.8	1987.4	1993.3	2010.7	2015.3
309	2018.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.253	N.G.	N.G.	N.G.	-0.239	-0.225	N.G.
318-320	N.G.	-0.128	-0.059					
NACELLE SIDE								
321-328	N.G.	0.211	0.114	0.032	-0.019	-0.087	-0.094	N.G.
329	-0.173							
CANOPY SIDE								
330-334	N.G.	-0.138	N.G.	N.G.	-0.024			
CANOPY CENTER LINE								
335-342	0.516	-0.099	-0.433	-0.577	-0.469	-0.329	0.038	0.251
CANOPY SIDE								
343-344	0.052	0.266						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 77 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	3.87	0.399	0.492	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2134.6	2012.7	2005.9	1.17	0.81	1.22	0.784

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9969	0.9989	0.9996	0.9891	1.0004	0.9994	1.0005	N.G.
109-116	1.0005	1.0006	1.0005	1.0008	1.0004	1.0008	1.0006	1.0006
117-124	1.0005	1.0004	1.0007	N.G.	1.0006	1.0004	1.0004	1.0004
125-130	1.0005	N.G.	1.0006	1.0005	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9991	0.9930	N.G.	0.9587	N.G.	1.0000	1.0000
139-142	0.9949	0.9820	0.9612	0.9483				
BOUNDARY LAYER DUCT								
143-144	0.9429	0.9086						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2008.5	2018.7	2020.4	N.G.	2003.1	N.G.		
RAKE BULLET								
207-212	1977.7	1980.6	1982.8	1981.7	1977.7	N.G.		
TOP								
213-220	1959.1	2115.8	N.G.	2006.2	2000.6	2007.1	2005.1	2007.1
221-224	2008.8	2036.2	2036.5	2031.9				
SIDE								
225-232	1920.7	2135.0	2098.6	2044.9	2030.5	2019.2	2008.8	2004.3
233-236	2002.6	N.G.	2035.3	2050.3				
SPLITTER								
237-244	2134.7	N.G.	N.G.	1978.0	1978.9	2003.7	2004.3	1992.7
245	1990.2							
BOTTOM								
301-308	N.G.	2036.3	2036.0	2035.0	2032.2	2021.7	2021.9	2023.0
309	2023.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.387	N.G.	N.G.	N.G.	-0.279	-0.241	N.G.
318-320	N.G.	-0.161	-0.073					
NACELLE SIDE								
321-328	N.G.	-0.770	-0.598	-0.544	-0.505	-0.437	-0.283	N.G.
329	-0.246							
CANOPY SIDE								
330-334	N.G.	-0.322	N.G.	N.G.	-0.104			
CANOPY CENTER LINE								
335-342	0.515	-0.092	-0.430	-0.583	-0.471	-0.331	0.034	0.246
CANOPY SIDE								
343-344	0.013	0.215						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 78 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	3.87	0.400	0.574	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2133.7	1963.0	1952.3	1.79	1.30	1.43	0.913

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9910	0.9987	1.0000	0.9829	1.0005	0.9996	1.0004	N.G.
109-116	1.0006	1.0004	1.0004	1.0007	1.0007	1.0007	1.0004	1.0007
117-124	1.0007	1.0005	1.0005	N.G.	1.0005	1.0004	1.0006	1.0005
125-130	1.0006	N.G.	1.0004	1.0006	1.0004	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9993	0.9955	N.G.	0.9596	N.G.	1.0000	1.0000
139-142	0.9965	0.9843	0.9621	0.9473				
BOUNDARY LAYER DUCT								
143-144	0.9387	0.9085						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1956.6	1970.4	1976.3	N.G.	1948.6	N.G.		
RAKE BULLET								
207-212	1911.9	1915.3	1921.3	1917.9	1912.2	N.G.		
TOP								
213-220	2039.3	2078.8	N.G.	1929.2	1930.6	1944.1	1945.0	1949.2
221-224	1951.8	1995.2	1995.5	1989.0				
SIDE								
225-232	2012.2	2123.4	2043.8	1976.3	1964.7	1955.4	1948.6	1939.3
233-236	1939.3	N.G.	1992.4	2015.6				
SPLITTER								
237-244	2135.0	N.G.	N.G.	1916.7	1916.7	1951.5	1951.2	1934.2
245	1930.9							
BOTTOM								
301-308	N.G.	1987.7	1989.2	1988.9	1985.9	1973.6	1974.6	1976.9
309	1977.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.221	N.G.	N.G.	N.G.	-0.242	-0.226	N.G.
318-320	N.G.	-0.137	-0.068					
NACELLE SIDE								
321-328	N.G.	-0.591	-0.493	-0.465	-0.453	-0.400	-0.263	N.G.
329	-0.238							
CANOPY SIDE								
330-334	N.G.	-0.328	N.G.	N.G.	-0.115			
CANOPY CENTER LINE								
335-342	0.516	-0.095	-0.434	-0.589	-0.481	-0.345	0.002	0.180
CANOPY SIDE								
343-344	-0.011	0.166						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 79 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	3.87	0.399	0.631	2.50	2.50	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2132.7	1921.8	1908.6	2.42	1.63	1.57	1.005

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9866	0.9976	1.0000	0.9766	1.0006	1.0000	1.0004	N.G.
109-116	1.0006	1.0004	1.0007	0.9996	1.0005	1.0008	1.0002	1.0008
117-124	1.0006	1.0004	1.0004	N.G.	1.0005	1.0004	1.0006	1.0004
125-130	1.0004	N.G.	1.0004	1.0005	1.0004	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9995	0.9966	N.G.	0.9602	N.G.	1.0000	1.0000
139-142	0.9971	0.9854	0.9626	0.9466				
BOUNDARY LAYER DUCT								
143-144	0.9354	0.9080						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1914.5	1930.3	1938.5	N.G.	1903.8	N.G.		
RAKE BULLET								
207-212	1858.3	1862.8	1870.2	1865.6	1859.4	N.G.		
TOP								
213-220	2085.0	2037.9	N.G.	1863.1	1872.1	1890.5	1895.6	1902.3
221-224	1907.4	1962.2	1962.2	1953.7				
SIDE								
225-232	2062.2	2100.3	1990.7	1912.2	1908.0	1901.2	1895.3	1885.7
233-236	1886.8	N.G.	1958.8	1986.8				
SPLITTER								
237-244	2135.3	N.G.	N.G.	1868.7	1868.7	1908.0	1907.7	1886.8
245	1882.9							
BOTTOM								
301-308	N.G.	1944.7	1949.3	1950.8	1948.0	1932.9	1936.5	1939.6
309	1939.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.114	N.G.	N.G.	N.G.	-0.221	-0.220	N.G.
318-320	N.G.	-0.136	-0.069					
NACELLE SIDE								
321-328	N.G.	-0.471	-0.420	-0.416	-0.413	-0.377	-0.253	N.G.
329	-0.233							
CANOPY SIDE								
330-334	N.G.	-0.324	N.G.	N.G.	-0.124			
CANOPY CENTER LINE								
335-342	0.514	-0.095	-0.439	-0.593	-0.488	-0.355	-0.022	0.128
CANOPY SIDE								
343-344	-0.031	0.128						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 80 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.12	0.399	0.641	2.51	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.1	1911.6	1899.5	1.99	1.82	1.59	1.020

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0001	1.0004	1.0004	0.9813	0.9808	0.9859	1.0004	N.G.
109-116	1.0006	0.9897	1.0001	0.9948	1.0005	1.0006	1.0004	0.9981
117-124	1.0006	0.9994	1.0005	N.G.	1.0004	1.0005	1.0006	1.0004
125-130	1.0004	N.G.	1.0005	1.0004	1.0004	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9987	0.9833	N.G.	0.9542	N.G.	1.0000	0.9979
139-142	0.9851	0.9716	0.9558	0.9488				
BOUNDARY LAYER DUCT								
143-144	0.9478	0.9115						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1899.8	1921.3	1932.0	N.G.	1893.3	N.G.		
RAKE BULLET								
207-212	1847.0	1853.2	1858.3	1855.5	1848.1	N.G.		
TOP								
213-220	1867.6	2131.6	N.G.	2041.8	2026.0	2024.9	2017.5	2011.6
221-224	2007.1	1954.0	1953.4	1949.2				
SIDE								
225-232	2006.2	2132.5	2083.0	2034.2	2019.8	2010.8	1999.5	1989.0
233-236	1982.2	N.G.	1963.0	1986.2				
SPLITTER								
237-244	1751.0	N.G.	N.G.	1570.6	1717.7	1823.3	1867.9	1872.1
245	1874.7							
BOTTOM								
301-308	N.G.	2054.9	2049.6	2046.2	2042.1	2016.8	1968.0	1939.1
309	1933.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.558	N.G.	N.G.	N.G.	-0.310	-0.240	N.G.
318-320	N.G.	-0.123	-0.052					
NACELLE SIDE								
321-328	N.G.	-0.451	-0.361	-0.346	-0.338	-0.307	-0.202	N.G.
329	-0.215							
CANOPY SIDE								
330-334	N.G.	-0.210	N.G.	N.G.	-0.021			
CANOPY CENTER LINE								
335-342	0.529	-0.091	-0.407	-0.553	-0.435	-0.289	0.122	0.383
CANOPY SIDE								
343-344	0.096	0.318						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 81 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
0.00	-0.12	0.400	0.610	1.99	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.6	1935.3	1924.4	1.93	1.63	1.51	0.969

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0001	0.9830	0.9815	0.9867	1.0005	N.G.
109-116	1.0006	0.9905	1.0002	0.9952	1.0004	1.0007	1.0005	0.9983
117-124	1.0005	0.9993	1.0004	N.G.	1.0007	1.0005	1.0007	1.0005
125-130	1.0005	N.G.	1.0006	1.0008	1.0005	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9970	0.9810	N.G.	0.9512	N.G.	1.0000	0.9975
139-142	0.9827	0.9688	0.9526	0.9461				
BOUNDARY LAYER DUCT								
143-144	0.9433	0.9034						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1924.9	1944.7	1953.2	N.G.	1918.4	N.G.		
RAKE BULLET								
207-212	1878.1	1882.9	1887.1	1885.7	1877.8	N.G.		
TOP								
213-220	1809.5	2131.9	N.G.	2056.2	2039.8	2037.9	2029.7	2024.9
221-224	2020.6	1972.6	1973.2	1969.3				
SIDE								
225-232	1966.7	2136.1	2097.4	2052.6	2037.6	2024.6	2013.9	2005.4
233-236	1998.9	N.G.	1981.4	2002.3				
SPLITTER								
237-244	1787.4	N.G.	N.G.	1630.4	1759.2	1856.3	1895.3	1899.2
245	1901.8							
BOTTOM								
301-308	N.G.	2064.7	2059.8	2056.0	2051.9	2028.6	1984.8	1959.5
309	1954.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.721	N.G.	N.G.	N.G.	-0.410	-0.323	N.G.
318-320	N.G.	-0.202	-0.127					
NACELLE SIDE								
321-328	N.G.	-0.596	-0.480	-0.450	-0.440	-0.399	-0.290	N.G.
329	-0.301							
CANOPY SIDE								
330-334	N.G.	-0.273	N.G.	N.G.	-0.077			
CANOPY CENTER LINE								
335-342	0.506	-0.134	-0.482	-0.634	-0.508	-0.356	0.083	0.362
CANOPY SIDE								
343-344	0.053	0.292						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 82 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	M0	M/M*	LP	RP	BP
0.00	-0.12	0.399	0.516	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/M0
0.999	2131.9	1996.7	1989.5	1.62	1.15	1.28	0.822

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0005	1.0007	0.9883	0.9845	0.9899	1.0006	N.G.
109-116	1.0004	0.9934	1.0000	0.9960	1.0005	1.0007	1.0005	0.9990
117-124	1.0006	0.9995	1.0004	N.G.	1.0005	1.0006	1.0006	1.0001
125-130	1.0005	N.G.	1.0006	1.0007	1.0007	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9950	0.9760	N.G.	0.9506	N.G.	0.9996	0.9935
139-142	0.9780	0.9652	0.9513	0.9468				
BOUNDARY LAYER DUCT								
143-144	0.9451	0.9053						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1990.4	2002.9	2009.1	N.G.	1984.5	N.G.		
RAKE BULLET								
207-212	1957.1	1960.8	1963.9	1963.0	1957.4	N.G.		
TOP								
213-220	1740.6	2132.5	N.G.	2086.7	2071.8	2068.6	2062.4	2058.8
221-224	2055.1	2022.6	2023.2	2019.5				
SIDE								
225-232	1909.1	2135.8	2121.2	2085.6	2073.2	2063.6	2053.4	2046.6
233-236	2041.3	N.G.	2029.1	2042.7				
SPLITTER								
237-244	1889.4	N.G.	N.G.	1787.7	1873.3	1939.3	1966.7	1971.2
245	1973.8							
BOTTOM								
301-308	N.G.	2091.0	2083.8	2079.7	2076.4	2057.0	2030.4	2012.5
309	2009.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.875	N.G.	N.G.	N.G.	-0.407	-0.310	N.G.
318-320	N.G.	-0.185	-0.112					
NACELLE SIDE								
321-328	N.G.	-0.674	-0.519	-0.474	-0.447	-0.394	-0.276	N.G.
329	-0.279							
CANOPY SIDE								
330-334	N.G.	-0.251	N.G.	N.G.	-0.050			
CANOPY CENTER LINE								
335-342	0.514	-0.114	-0.456	-0.603	-0.478	-0.329	0.115	0.395
CANOPY SIDE								
343-344	0.087	0.329						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 83 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.12	0.400	0.523	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2131.4	1992.3	1984.7	1.96	1.21	1.30	0.831

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0005	0.9880	0.9812	0.9887	1.0005	N.G.
109-116	1.0007	0.9938	1.0002	0.9953	1.0004	1.0006	1.0001	0.9999
117-124	1.0005	0.9992	1.0004	N.G.	1.0000	1.0004	1.0006	1.0005
125-130	1.0006	N.G.	1.0006	1.0007	1.0004	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9953	0.9926	N.G.	0.9610	N.G.	1.0002	1.0001
139-142	0.9944	0.9820	0.9634	0.9548				
BOUNDARY LAYER DUCT								
143-144	0.9499	0.9061						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1985.6	1999.2	2005.1	N.G.	1979.4	N.G.		
RAKE BULLET								
207-212	1951.8	1955.4	1957.4	1957.4	1951.5	N.G.		
TOP								
213-220	1817.9	2133.0	N.G.	2077.7	2065.8	2064.1	2058.8	2053.7
221-224	2052.3	2019.0	2018.4	2015.6				
SIDE								
225-232	1848.4	2134.2	2126.8	2093.5	2076.6	2064.7	2054.5	2046.6
233-236	2041.5	N.G.	2025.7	2039.6				
SPLITTER								
237-244	1875.0	N.G.	N.G.	1773.9	1864.8	1932.0	1960.5	1965.3
245	1967.8							
BOTTOM								
301-308	N.G.	2086.7	2081.5	2078.7	2075.7	2058.3	2027.6	2008.9
309	2004.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.619	N.G.	N.G.	N.G.	-0.338	-0.277	N.G.
318-320	N.G.	-0.186	-0.119					
NACELLE SIDE								
321-328	N.G.	-0.845	-0.654	-0.557	-0.530	-0.477	-0.326	N.G.
329	-0.301							
CANOPY SIDE								
330-334	N.G.	-0.201	N.G.	N.G.	-0.059			
CANOPY CENTER LINE								
335-342	0.559	-0.028	-0.366	-0.531	-0.430	-0.297	0.122	0.419
CANOPY SIDE								
343-344	0.089	0.337						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 84 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.12	0.400	0.610	1.99	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.0	1934.5	1924.1	2.22	1.66	1.51	0.970

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0002	0.9996	1.0004	0.9829	0.9787	0.9851	1.0005	N.G.
109-116	1.0006	0.9907	1.0000	0.9941	1.0006	1.0008	1.0004	0.9984
117-124	1.0005	0.9990	1.0004	N.G.	1.0005	1.0006	1.0004	1.0004
125-130	1.0004	N.G.	1.0005	1.0006	1.0006	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9977	0.9949	N.G.	0.9630	N.G.	1.0003	1.0001
139-142	0.9959	0.9850	0.9653	0.9550				
BOUNDARY LAYER DUCT								
143-144	0.9500	0.9065						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1924.1	1943.6	1952.9	N.G.	1917.6	N.G.		
RAKE BULLET								
207-212	1877.5	1882.6	1888.5	1884.6	1876.6	N.G.		
TOP								
213-220	1891.3	2130.2	N.G.	2045.5	2034.5	2033.9	2027.7	2023.5
221-224	2019.0	1972.4	1971.5	1967.6				
SIDE								
225-232	1919.3	2136.4	2107.3	2062.2	2044.4	2031.4	2020.4	2007.4
233-236	1999.2	N.G.	1981.4	2001.4				
SPLITTER								
237-244	1781.8	N.G.	N.G.	1630.4	1760.3	1853.2	1892.7	1898.1
245	1900.6							
BOTTOM								
301-308	N.G.	2064.1	2059.8	2056.5	2053.1	2029.4	1984.6	1958.5
309	1953.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.497	N.G.	N.G.	N.G.	-0.306	-0.268	N.G.
318-320	N.G.	-0.179	-0.117					
NACELLE SIDE								
321-328	N.G.	-0.727	-0.578	-0.528	-0.507	-0.457	-0.312	N.G.
329	-0.293							
CANOPY SIDE								
330-334	N.G.	-0.202	N.G.	N.G.	-0.064			
CANOPY CENTER LINE								
335-342	0.561	-0.026	-0.365	-0.528	-0.433	-0.301	0.103	0.392
CANOPY SIDE								
343-344	0.076	0.308						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 85 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-4.02	-0.12	0.400	0.673	2.51	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2129.0	1883.8	1870.1	2.54	2.03	1.67	1.070

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0006	0.9798	0.9757	0.9815	1.0006	N.G.
109-116	1.0005	0.9887	1.0001	0.9931	1.0006	1.0010	1.0007	0.9981
117-124	1.0006	0.9989	1.0006	N.G.	1.0001	1.0004	1.0005	1.0005
125-130	1.0005	N.G.	0.9992	1.0006	1.0004	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9990	0.9962	N.G.	0.9636	N.G.	1.0003	1.0002
139-142	0.9973	0.9866	0.9661	0.9547				
BOUNDARY LAYER DUCT								
143-144	0.9498	0.9064						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1869.9	1894.7	1906.9	N.G.	1863.7	N.G.		
RAKE BULLET								
207-212	1810.9	1818.5	1824.7	1819.9	1811.7	N.G.		
TOP								
213-220	1938.2	2123.4	N.G.	2018.7	2007.1	2008.8	2002.0	1996.4
221-224	1991.0	1930.3	1931.1	1926.1				
SIDE								
225-232	1965.0	2135.0	2087.0	2032.2	2015.6	2002.0	1987.6	1974.9
233-236	1967.0	N.G.	1942.2	1968.4				
SPLITTER								
237-244	1706.4	N.G.	N.G.	1504.5	1670.0	1785.2	1834.0	1841.1
245	1843.3							
BOTTOM								
301-308	N.G.	2044.4	2041.4	2038.8	2034.5	2004.8	1948.3	1914.8
309	1908.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.417	N.G.	N.G.	N.G.	-0.293	-0.269	N.G.
318-320	N.G.	-0.183	-0.119					
NACELLE SIDE								
321-328	N.G.	-0.654	-0.531	-0.497	-0.484	-0.439	-0.311	N.G.
329	-0.294							
CANOPY SIDE								
330-334	N.G.	-0.206	N.G.	N.G.	-0.075			
CANOPY CENTER LINE								
335-342	0.558	-0.032	-0.371	-0.539	-0.443	-0.310	0.087	0.366
CANOPY SIDE								
343-344	0.059	0.284						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 86 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.14	0.400	0.663	2.51	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.5	1894.0	1881.1	2.14	1.93	1.65	1.054

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0006	0.9795	0.9829	0.9877	1.0006	N.G.
109-116	1.0008	0.9884	1.0000	0.9960	1.0007	1.0008	1.0008	0.9976
117-124	1.0007	0.9996	1.0007	N.G.	1.0004	1.0006	1.0005	1.0006
125-130	1.0005	N.G.	1.0006	1.0007	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9953	0.9650	N.G.	0.9421	N.G.	0.9962	0.9834
139-142	0.9643	0.9532	0.9415	0.9374				
BOUNDARY LAYER DUCT								
143-144	0.9375	0.9027						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1880.0	1904.9	1916.2	N.G.	1875.0	N.G.		
RAKE BULLET								
207-212	1824.7	1831.2	1836.8	1833.5	1825.3	N.G.		
TOP								
213-220	1803.2	2134.7	N.G.	2042.4	2022.9	2019.5	2010.5	2004.3
221-224	1998.3	1941.3	1940.7	1935.4				
SIDE								
225-232	2050.3	2123.4	2059.3	2011.6	2004.3	1994.4	1983.1	1973.8
233-236	1968.1	N.G.	1950.3	1975.5				
SPLITTER								
237-244	1725.6	N.G.	N.G.	1525.1	1686.1	1804.4	1849.8	1851.0
245	1854.3							
BOTTOM								
301-308	N.G.	2052.4	2043.9	2040.1	2034.5	2007.6	1954.9	1924.0
309	1917.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.777	N.G.	N.G.	N.G.	-0.423	-0.320	N.G.
318-320	N.G.	-0.173	-0.097					
NACELLE SIDE								
321-328	N.G.	-0.327	-0.286	-0.296	-0.300	-0.289	-0.226	N.G.
329	-0.268							
CANOPY SIDE								
330-334	N.G.	-0.294	N.G.	N.G.	-0.053			
CANOPY CENTER LINE								
335-342	0.472	-0.195	-0.542	-0.672	-0.523	-0.352	0.088	0.331
CANOPY SIDE								
343-344	0.055	0.280						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 87 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
4.02	-0.14	0.400	0.605	2.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2130.2	1938.3	1927.3	1.74	1.55	1.50	0.962

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	1.0004	1.0006	0.9835	0.9845	0.9887	1.0006	N.G.
109-116	1.0004	0.9907	1.0001	0.9963	1.0007	1.0008	1.0005	0.9981
117-124	1.0006	0.9998	1.0006	N.G.	1.0005	1.0004	1.0005	1.0006
125-130	1.0005	N.G.	1.0004	1.0006	1.0006	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9868	0.9604	N.G.	0.9403	N.G.	0.9933	0.9777
139-142	0.9587	0.9482	0.9384	0.9358				
BOUNDARY LAYER DUCT								
143-144	0.9369	0.9020						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1928.2	1946.8	1955.6	N.G.	1922.5	N.G.		
RAKE BULLET								
207-212	1881.9	1885.5	1890.3	1889.2	1883.0	N.G.		
TOP								
213-220	1750.0	2134.0	N.G.	2064.3	2044.5	2040.5	2033.2	2026.4
221-224	2021.6	1975.6	1975.9	1971.4				
SIDE								
225-232	2018.5	2131.2	2082.6	2039.4	2030.4	2021.3	2009.5	2003.6
233-236	1998.2	N.G.	1984.1	2004.1				
SPLITTER								
237-244	1795.5	N.G.	N.G.	1637.6	1763.8	1862.7	1900.5	1903.0
245	1905.6							
BOTTOM								
301-308	N.G.	2071.1	2061.9	2056.5	2052.1	2028.6	1986.4	1961.8
309	1957.2							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.912	N.G.	N.G.	N.G.	-0.448	-0.332	N.G.
318-320	N.G.	-0.182	-0.101					
NACELLE SIDE								
321-328	N.G.	-0.404	-0.333	-0.332	-0.342	-0.310	-0.232	N.G.
329	-0.277							
CANOPY SIDE								
330-334	N.G.	-0.302	N.G.	N.G.	-0.051			
CANOPY CENTER LINE								
335-342	0.468	-0.201	-0.542	-0.676	-0.527	-0.357	0.097	0.340
CANOPY SIDE								
343-344	0.070	0.288						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 89 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.398	0.514	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2132.1	1997.8	1990.1	1.46	1.09	1.28	0.821

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0004	0.9996	1.0005	0.9862	0.9930	0.9941	1.0007	N.G.
109-116	1.0004	0.9935	1.0006	0.9989	1.0005	1.0008	1.0006	1.0001
117-124	1.0004	1.0001	1.0007	N.G.	1.0006	1.0006	1.0006	1.0006
125-130	1.0005	N.G.	1.0004	1.0004	1.0004	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9823	0.9771	N.G.	0.9518	N.G.	0.9995	0.9949
139-142	0.9784	0.9649	0.9508	0.9462				
BOUNDARY LAYER DUCT								
143-144	0.9436	0.9050						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1991.4	2004.1	2009.5	N.G.	1986.3	N.G.		
RAKE BULLET								
207-212	1958.1	1962.0	1965.2	1963.5	1958.1	N.G.		
TOP								
213-220	1788.1	2135.4	N.G.	2071.6	2056.4	2055.5	2051.0	2048.4
221-224	2046.2	2024.7	2024.2	2020.2				
SIDE								
225-232	2079.5	2119.0	2064.5	2029.8	2033.2	2031.2	2027.0	2024.2
233-236	2022.5	N.G.	2029.0	2042.5				
SPLITTER								
237-244	1913.8	N.G.	N.G.	1806.8	1883.6	1950.2	1974.5	1973.3
245	1973.9							
BOTTOM								
301-308	N.G.	2068.5	2064.7	2063.1	2061.1	2049.6	2027.6	2013.5
309	2009.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.755	N.G.	N.G.	N.G.	-0.399	-0.316	N.G.
318-320	N.G.	-0.198	-0.121					
NACELLE SIDE								
321-328	N.G.	-0.137	-0.131	-0.167	-0.188	-0.211	-0.178	N.G.
329	-0.245							
CANOPY SIDE								
330-334	N.G.	-0.168	N.G.	N.G.	-0.019			
CANOPY CENTER LINE								
335-342	0.503	-0.127	-0.462	-0.609	-0.483	-0.333	0.108	0.394
CANOPY SIDE								
343-344	0.099	0.357						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

[illegible] SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 [illegible] CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 90 [illegible] DARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.397	0.602	1.99	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	[illegible]	M/MO
0.999	2131.3	1942.0	1931.6	2.42	1.52	1.49	0.962

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0002	0.9999	1.0005	0.9766	0.9942	0.9968	1.0002	N.G.
109-116	1.0007	0.9883	1.0006	0.9995	1.0005	1.0008	1.0007	0.9999
117-124	1.0005	1.0004	1.0006	N.G.	1.0005	1.0004	1.0007	1.0006
125-130	1.0006	N.G.	1.0006	1.0007	1.0004	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9891	0.9821	N.G.	0.9536	N.G.	0.9998	0.9973
139-142	0.9834	0.9694	0.9536	0.9469				
BOUNDARY LAYER DUCT								
143-144	0.9432	0.9053						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1932.4	1950.2	1958.9	N.G.	1926.5	N.G.		
RAKE BULLET								
207-212	1886.7	1891.5	1898.0	1893.2	1886.4	N.G.		
TOP								
213-220	1862.1	2132.9	N.G.	2038.3	2023.3	2023.9	2018.5	2016.0
221-224	2012.6	1981.8	1979.0	1973.3				
SIDE								
225-232	2108.3	2096.2	2020.8	1983.5	1990.0	1989.2	1987.7	1981.0
233-236	1979.8	N.G.	1984.9	2005.8				
SPLITTER								
237-244	1818.1	N.G.	N.G.	1662.5	1783.0	1877.9	1911.8	1907.3
245	1907.3							
BOTTOM								
301-308	N.G.	2040.6	2038.3	2037.6	2034.2	2020.2	1986.1	1965.7
309	1961.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.618	N.G.	N.G.	N.G.	-0.377	-0.310	N.G.
318-320	N.G.	-0.194	-0.123					
NACELLE SIDE								
321-328	N.G.	-0.045	-0.082	-0.130	-0.159	-0.191	-0.173	N.G.
329	-0.242							
CANOPY SIDE								
330-334	N.G.	-0.172	N.G.	N.G.	-0.036			
CANOPY CENTER LINE								
335-342	0.501	-0.131	-0.467	-0.616	-0.492	-0.341	0.087	0.367
CANOPY SIDE								
343-344	0.080	0.329						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 91 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-4.10	0.398	0.663	2.51	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.998	2129.9	1893.6	1879.9	3.07	1.88	1.65	1.058

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0002	1.0002	1.0004	0.9702	0.9915	0.9927	1.0006	N.G.
109-116	1.0006	0.9855	1.0008	0.9980	1.0007	1.0008	1.0007	0.9996
117-124	1.0004	1.0000	1.0006	N.G.	1.0006	1.0007	1.0006	1.0007
125-130	1.0004	N.G.	1.0006	1.0004	1.0005	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9932	0.9850	N.G.	0.9547	N.G.	1.0000	0.9984
139-142	0.9861	0.9722	0.9551	0.9471				
BOUNDARY LAYER DUCT								
143-144	0.9430	0.9049						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1881.6	1904.4	1914.3	N.G.	1874.2	N.G.		
RAKE BULLET								
207-212	1823.1	1829.3	1837.8	1831.9	1823.4	N.G.		
TOP								
213-220	1910.1	2126.7	N.G.	2010.0	1995.9	1997.6	1992.3	1989.2
221-224	1984.4	1942.3	1941.2	1933.2				
SIDE								
225-232	2121.6	2074.4	1984.1	1944.0	1955.8	1956.1	1953.6	1946.2
233-236	1944.3	N.G.	1950.2	1973.3				
SPLITTER								
237-244	1745.8	N.G.	N.G.	1543.6	1697.8	1814.1	1855.9	1850.8
245	1851.9							
BOTTOM								
301-308	N.G.	2017.1	2016.8	2017.1	2014.5	1994.8	1950.1	1923.7
309	1917.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.533	N.G.	N.G.	N.G.	-0.364	-0.301	N.G.
318-320	N.G.	-0.188	-0.123					
NACELLE SIDE								
321-328	N.G.	0.016	-0.037	-0.096	-0.134	-0.175	-0.165	N.G.
329	-0.236							
CANOPY SIDE								
330-334	N.G.	-0.168	N.G.	N.G.	-0.036			
CANOPY CENTER LINE								
335-342	0.501	-0.127	-0.463	-0.615	-0.492	-0.344	0.074	0.350
CANOPY SIDE								
343-344	0.068	0.310						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 92 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	3.86	0.396	0.657	2.51	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2131.2	1900.0	1887.2	2.60	1.92	1.63	1.053

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9999	1.0006	1.0006	0.9953	0.9749	0.9902	1.0004	N.G.
109-116	1.0004	0.9956	1.0001	0.9969	1.0006	1.0010	1.0007	1.0004
117-124	1.0007	0.9996	1.0007	N.G.	1.0006	1.0007	1.0005	1.0007
125-130	1.0008	N.G.	1.0006	1.0007	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9964	0.9847	N.G.	0.9508	N.G.	0.9998	0.9988
139-142	0.9870	0.9726	0.9542	0.9454				
BOUNDARY LAYER DUCT								
143-144	0.9424	0.9051						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1888.1	1910.1	1921.4	N.G.	1880.4	N.G.		
RAKE BULLET								
207-212	1832.2	1838.9	1844.0	1840.4	1833.9	N.G.		
TOP								
213-220	1815.5	2126.9	N.G.	2052.7	2037.2	2034.3	2025.0	2017.4
221-224	2010.6	1947.9	1945.4	1938.3				
SIDE								
225-232	1789.3	2132.0	2125.5	2082.6	2054.9	2039.4	2021.6	2107.2
233-236	1996.8	N.G.	1957.5	1979.6				
SPLITTER								
237-244	1682.5	N.G.	N.G.	1505.2	1682.2	1807.6	1857.0	1857.3
245	1857.3							
BOTTOM								
301-308	N.G.	2067.0	2060.6	2055.2	2050.6	2019.7	1961.8	1928.1
309	1922.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.730	N.G.	N.G.	N.G.	-0.407	-0.326	N.G.
318-320	N.G.	-0.217	-0.136					
NACELLE SIDE								
321-328	N.G.	-1.086	-0.791	-0.693	-0.645	-0.549	-0.365	N.G.
329	-0.314							
CANOPY SIDE								
330-334	N.G.	-0.364	N.G.	N.G.	-0.125			
CANOPY CENTER LINE								
335-342	0.502	-0.126	-0.473	-0.625	-0.506	-0.354	0.069	0.338
CANOPY SIDE								
343-344	0.027	0.241						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 4 BASIC CANOPY, 24E OVAL INLET, LONG SPLITTER,
PT 93 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	3.86	0.398	0.603	2.02	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2131.6	1941.2	1931.6	2.03	1.46	1.50	0.963

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0000	1.0008	1.0007	0.9928	0.9807	0.9933	1.0008	N.G.
109-116	1.0005	0.9939	1.0001	0.9984	1.0004	1.0010	1.0008	1.0000
117-124	0.9998	1.0000	1.0007	N.G.	1.0005	1.0006	1.0006	1.0006
125-130	1.0005	N.G.	1.0005	1.0007	1.0005	1.0007		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9969	0.9821	N.G.	0.9493	N.G.	1.0002	0.9979
139-142	0.9644	0.9700	0.9527	0.9448				
BOUNDARY LAYER DUCT								
143-144	0.9420	0.9043						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1932.1	1950.8	1956.4	N.G.	1925.3	N.G.		
RAKE BULLET								
207-212	1887.2	1891.5	1895.7	1893.7	1887.5	N.G.		
TOP								
213-220	1763.0	2126.4	N.G.	2072.4	2056.4	2053.2	2044.8	2038.3
221-224	2032.4	1981.8	1978.7	1974.2				
SIDE								
225-232	1729.1	2123.8	2132.9	2100.1	2077.5	2060.9	2045.6	2032.6
233-236	2023.3	N.G.	1990.3	2007.2				
SPLITTER								
237-244	1749.2	N.G.	N.G.	1606.6	1757.1	1864.4	1904.7	1905.0
245	1907.0							
BOTTOM								
301-308	N.G.	2081.0	2074.7	2070.3	2065.2	2039.4	1991.8	1961.8
309	1959.3							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.819	N.G.	N.G.	N.G.	-0.423	-0.330	N.G.
318-320	N.G.	-0.207	-0.138					
NACELLE SIDE								
321-328	N.G.	-1.184	-0.826	-0.730	-0.669	-0.560	-0.370	N.G.
329	-0.315							
CANOPY SIDE								
330-334	N.G.	-0.363	N.G.	N.G.	-0.118			
CANOPY CENTER LINE								
335-342	0.502	-0.124	-0.471	-0.622	-0.498	-0.344	0.082	0.351
CANOPY SIDE								
343-344	0.038	0.252						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 1 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.698	0.858	2.00	2.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2099.7	1637.5	1578.7	34.48	5.41	2.11	0.940

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9903	0.9971	1.0011	0.6618	0.9771	0.9910	1.0011	N.G.
109-116	1.0011	0.9641	1.0011	1.0011	1.0008	1.0012	1.0010	0.9987
117-124	1.0010	1.0010	0.9848	N.G.	1.0007	0.9970	1.0008	1.0008
125-130	1.0006	N.G.	1.0007	1.0008	1.0007	1.0008		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8584	0.8588	N.G.	0.8588	N.G.	0.8588	0.8587
139-142	0.8587	0.8587	0.8587	0.8587				
BOUNDARY LAYER DUCT								
143-144	0.9406	0.8834						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1676.2	1672.5	1638.9	N.G.	1562.7	N.G.		
RAKE BULLET								
207-212	1464.7	1469.5	1477.1	1467.8	1460.2	N.G.		
TOP								
213-220	2057.0	1914.5	N.G.	1469.8	1539.8	1577.6	1593.4	1585.0
221-224	1572.0	1649.9	1730.9	1760.0				
SIDE								
225-232	1856.6	2081.3	1730.9	1593.4	1599.1	1627.3	1634.1	1630.1
233-236	1619.4	N.G.	1700.7	1735.5				
SPLITTER								
237-244	2130.7	N.G.	N.G.	2041.8	1303.7	1507.0	1638.6	1679.3
245	1732.3							
BOTTOM								
301-308	N.G.	1604.5	1649.5	1662.1	1667.2	1651.3	1679.5	1681.0
309	1693.8							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.254	N.G.	N.G.	N.G.	0.441	0.457	N.G.
318-320	N.G.	0.473	0.514					
NACELLE SIDE								
321-328	N.G.	-1.073	-0.482	0.378	0.397	0.426	0.554	N.G.
329	0.554							
CANOPY SIDE								
330-334	N.G.	0.413	N.G.	N.G.	0.518			
CANOPY CENTER LINE								
335-342	0.861	0.515	0.289	0.129	0.235	0.346	0.554	0.554
CANOPY SIDE								
343-344	0.571	0.666						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 2 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.698	0.755	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.990	2110.8	1784.9	1747.7	23.72	3.56	1.86	0.828

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9975	1.0002	1.0011	0.7669	0.9864	0.9942	1.0011	N.G.
109-116	1.0011	0.9753	1.0014	1.0016	1.0013	1.0017	1.0013	0.9994
117-124	1.0012	1.0011	0.9905	N.G.	1.0008	0.9986	1.0011	1.0011
125-130	1.0011	N.G.	1.0012	1.0013	1.0013	1.0014		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8587	0.8589	N.G.	0.8588	N.G.	0.8588	0.8583
139-142	0.8588	0.8588	0.8587	0.8583				
BOUNDARY LAYER DUCT								
143-144	0.9427	0.8841						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1810.4	1809.3	1784.4	N.G.	1735.3	N.G.		
RAKE BULLET								
207-212	1671.5	1671.8	1669.2	1672.6	1669.2	N.G.		
TOP								
213-220	1926.7	2028.4	N.G.	1691.5	1718.1	1742.9	1747.7	1742.1
221-224	1734.2	1785.8	1843.2	1864.3				
SIDE								
225-232	1716.9	2123.2	1899.9	1796.0	1780.2	1786.7	1780.5	1783.0
233-236	1772.3	N.G.	1821.4	1845.7				
SPLITTER								
237-244	2129.2	N.G.	N.G.	2020.2	1508.3	1667.0	1771.4	1805.0
245	1846.5							
BOTTOM								
301-308	N.G.	1789.2	1802.8	1802.8	1801.0	1790.8	1811.2	1809.7
309	1818.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.475	N.G.	N.G.	N.G.	0.419	0.444	N.G.
318-320	N.G.	0.471	0.512					
NACELLE SIDE								
321-328	N.G.	-1.201	-0.631	0.294	0.335	0.409	0.554	N.G.
329	0.554							
CANOPY SIDE								
330-334	N.G.	0.414	N.G.	N.G.	0.527			
CANOPY CENTER LINE								
335-342	0.861	0.515	0.291	0.133	0.241	0.352	0.554	0.553
CANOPY SIDE								
343-344	0.585	0.695						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 3 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.699	0.592	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2130.3	1948.2	1930.7	12.37	1.80	1.45	0.648

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	1.0031	1.0046	1.0052	0.8818	0.9951	1.0008	1.0052	N.G.
109-116	1.0048	0.9936	1.0050	1.0054	1.0052	1.0054	1.0052	1.0036
117-124	1.0052	1.0053	0.9998	N.G.	1.0046	1.0037	1.0052	1.0052
125-130	1.0050	N.G.	1.0050	1.0052	1.0052	1.0049		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8590	0.8585	N.G.	0.8589	N.G.	0.8585	0.8584
139-142	0.8585	0.8584	0.8585	0.8585				
BOUNDARY LAYER DUCT								
143-144	0.9456	0.8847						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1958.1	1962.3	1948.5	N.G.	1923.9	N.G.		
RAKE BULLET								
207-212	1891.4	1891.7	1886.9	1893.1	1888.9	N.G.		
TOP								
213-220	1617.3	2122.4	N.G.	1937.7	1925.9	1936.0	1934.1	1928.7
221-224	1923.9	1941.4	1977.3	1989.1				
SIDE								
225-232	1471.0	2128.0	2069.9	2010.3	1979.8	1969.9	1957.5	1960.6
233-236	1951.9	N.G.	1966.8	1979.5				
SPLITTER								
237-244	2131.2	N.G.	N.G.	2009.7	1759.6	1860.1	1931.0	1954.1
245	1977.8							
BOTTOM								
301-308	N.G.	2003.3	1988.8	1974.2	1966.5	1957.8	1969.8	1967.8
309	1972.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.951	N.G.	N.G.	N.G.	0.383	0.424	N.G.
318-320	N.G.	0.468	0.512					
NACELLE SIDE								
321-328	N.G.	-1.126	-0.883	0.131	0.170	0.328	0.555	N.G.
329	0.555							
CANOPY SIDE								
330-334	N.G.	0.417	N.G.	N.G.	0.546			
CANOPY CENTER LINE								
335-342	0.862	0.517	0.294	0.143	0.254	0.369	0.554	0.554
CANOPY SIDE								
343-344	0.614	0.740						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 4 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.698	0.569	1.00	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2097.1	1926.7	1913.3	4.24	1.58	1.40	0.624

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9857	0.9963	0.9900	0.9581	0.9608	0.9690	0.9924	N.G.
109-116	0.9942	0.9688	0.9705	0.9788	0.9934	0.9999	0.9951	0.9755
117-124	0.9738	0.9807	0.9939	N.G.	0.9948	0.9778	0.9778	0.9833
125-130	0.9928	N.G.	0.9940	0.9869	0.9846	0.9882		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8573	0.8570	N.G.	0.8573	N.G.	0.8572	0.8569
139-142	0.8570	0.8569	0.8570	0.8569				
BOUNDARY LAYER DUCT								
143-144	0.9110	0.8703						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1932.7	1940.3	1926.7	N.G.	1907.2	N.G.		
RAKE BULLET								
207-212	1867.4	1865.7	1872.8	1873.9	1868.0	N.G.		
TOP								
213-220	1673.7	2100.4	N.G.	1873.1	1877.9	1883.8	1885.5	1880.7
221-224	1876.8	1910.9	1942.5	1957.5				
SIDE								
225-232	1508.9	2123.5	2036.3	1968.0	1939.4	1934.9	1932.1	1923.6
233-236	1916.6	N.G.	1935.5	1951.0				
SPLITTER								
237-244	1879.9	N.G.	N.G.	1996.8	1698.6	1787.3	1869.4	1905.8
245	1933.2							
BOTTOM								
301-308	N.G.	1883.1	1908.7	1919.7	1925.1	1919.4	1927.1	1928.1
309	1932.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-1.051	N.G.	N.G.	N.G.	0.345	0.402	N.G.
318-320	N.G.	0.464	0.509					
NACELLE SIDE								
321-328	N.G.	-1.271	-0.899	0.123	0.151	0.290	0.546	N.G.
329	0.547							
CANOPY SIDE								
330-334	N.G.	0.422	N.G.	N.G.	0.564			
CANOPY CENTER LINE								
335-342	0.863	0.523	0.309	0.190	0.326	0.463	0.546	0.546
CANOPY SIDE								
343-344	0.613	0.688						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 5 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MU	M/M*	LP	RP	BP
-0.01	-0.12	0.696	0.730	1.50	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.972	2071.3	1763.3	1735.3	8.53	3.14	1.79	0.801

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9808	0.9917	0.9748	0.9154	0.9386	0.9510	0.9939	N.G.
109-116	0.9820	0.9332	0.9549	0.9694	0.9953	0.9983	0.9838	0.9461
117-124	0.9600	0.9730	0.9953	N.G.	0.9840	0.9552	0.9657	0.9780
125-130	0.9930	N.G.	0.9852	0.9725	0.9759	0.9843		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8570	0.8570	N.G.	0.8569	N.G.	0.8570	0.8570
139-142	0.8570	0.8572	0.8570	0.8572				
BOUNDARY LAYER DUCT								
143-144	0.8994	0.8671						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1781.6	1787.8	1761.0	N.G.	1722.9	N.G.		
RAKE BULLET								
207-212	1649.2	1648.9	1662.5	1663.3	1656.0	N.G.		
TOP								
213-220	1935.5	1991.1	N.G.	1606.5	1650.0	1674.9	1685.0	1680.0
221-224	1672.6	1739.8	1799.7	1825.1				
SIDE								
225-232	1723.4	2108.6	1864.6	1748.3	1731.1	1742.9	1747.7	1737.8
233-236	1727.4	N.G.	1780.5	1808.7				
SPLITTER								
237-244	1740.7	N.G.	N.G.	1971.3	1434.3	1565.3	1686.5	1740.4
245	1785.0							
BOTTOM								
301-308	N.G.	1725.0	1748.6	1758.5	1761.3	1750.9	1763.4	1768.5
309	1775.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.602	N.G.	N.G.	N.G.	0.376	0.419	N.G.
318-320	N.G.	0.465	0.510					
NACELLE SIDE								
321-328	N.G.	-1.351	-0.802	0.229	0.276	0.371	0.544	N.G.
329	0.544							
CANOPY SIDE								
330-334	N.G.	0.422	N.G.	N.G.	0.544			
CANOPY CENTER LINE								
335-342	0.862	0.523	0.310	0.195	0.335	0.476	0.544	0.544
CANOPY SIDE								
343-344	0.581	0.636						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 6 BOUNDARY LAYER DUCT OPEN, L/H ENGINE OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.701	0.826	1.99	-0.03	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.964	2054.7	1623.9	1579.4	11.30	4.82	2.02	0.903

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9746	0.9880	0.9630	0.8890	0.9243	0.9344	0.9950	N.G.
109-116	0.9731	0.9113	0.9454	0.9633	0.9966	0.9980	0.9759	0.9269
117-124	0.9520	0.9708	0.9963	N.G.	0.9783	0.9265	0.9593	0.9768
125-130	0.9940	N.G.	0.9826	0.9676	0.9734	0.9840		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8560	0.8554	N.G.	0.8559	N.G.	0.8554	0.8554
139-142	0.8554	0.8554	0.8554	0.8554				
BOUNDARY LAYER DUCT								
143-144	0.8914	0.8637						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1654.8	1659.6	1620.7	N.G.	1560.5	N.G.		
RAKE BULLET								
207-212	1460.0	1459.2	1482.6	1476.9	1465.7	N.G.		
TOP								
213-220	2038.5	1834.9	N.G.	1375.6	1451.3	1502.4	1521.8	1516.2
221-224	1504.9	1595.3	1682.2	1717.8				
SIDE								
225-232	1836.9	2070.2	1708.8	1550.1	1541.9	1574.9	1587.1	1578.3
233-236	1565.3	N.G.	1652.6	1692.4				
SPLITTER								
237-244	1657.4	N.G.	N.G.	1929.6	1211.5	1371.6	1531.4	1601.2
245	1660.5							
BOTTOM								
301-308	N.G.	1595.8	1620.7	1631.1	1633.2	1610.4	1626.8	1637.5
309	1647.5							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.399	N.G.	N.G.	N.G.	0.395	0.428	N.G.
318-320	N.G.	0.468	0.512					
NACELLE SIDE								
321-328	N.G.	-1.271	-0.703	0.311	0.340	0.396	0.545	N.G.
329	0.544							
CANOPY SIDE								
330-334	N.G.	0.423	N.G.	N.G.	0.536			
CANOPY CENTER LINE								
335-342	0.864	0.524	0.311	0.194	0.341	0.482	0.544	0.544
CANOPY SIDE								
343-344	0.568	0.607						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 8 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.797	0.887	1.99	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.980	2089.3	1575.1	1513.1	10.60	6.05	2.16	0.922

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9867	0.9941	0.9896	0.8961	0.9599	0.9814	1.0000	N.G.
109-116	0.9902	0.9207	0.9792	0.9957	0.9993	0.9993	0.9905	0.9410
117-124	0.9801	0.9947	0.9984	N.G.	0.9899	0.9500	0.9824	0.9936
125-130	0.9951	N.G.	0.9902	0.9831	0.9863	0.9922		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8258	0.8258	N.G.	0.8258	N.G.	0.8258	0.8258
139-142	0.8260	0.8258	0.8258	0.8258				
BOUNDARY LAYER DUCT								
143-144	0.9086	0.8495						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1613.6	1618.7	1575.8	N.G.	1492.2	N.G.		
RAKE BULLET								
207-212	1386.6	1385.7	1403.5	1392.5	1378.1	N.G.		
TOP								
213-220	2051.2	1879.0	N.G.	1345.1	1429.2	1482.9	1505.2	1493.6
221-224	1479.8	1575.8	1670.6	1706.8				
SIDE								
225-232	1846.0	2063.7	1663.0	1495.3	1504.9	1541.6	1552.9	1548.4
233-236	1534.3	N.G.	1634.2	1676.3				
SPLITTER								
237-244	2099.2	N.G.	N.G.	1851.6	1191.5	1417.9	1563.3	1606.8
245	1669.2							
BOTTOM								
301-308	N.G.	1579.5	1604.8	1608.4	1605.3	1581.8	1606.1	1613.5
309	1622.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.222	N.G.	N.G.	N.G.	0.455	0.473	N.G.
318-320	N.G.	0.492	0.536					
NACELLE SIDE								
321-328	N.G.	-1.006	-0.986	0.418	0.420	0.439	0.575	N.G.
329	0.574							
CANOPY SIDE								
330-334	N.G.	0.444	N.G.	N.G.	0.550			
CANOPY CENTER LINE								
335-342	0.906	0.561	0.332	0.135	0.039	0.332	0.573	0.573
CANOPY SIDE								
343-344	0.608	0.705						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL — RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 9 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.799	0.797	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.979	2086.7	1705.9	1666.3	9.38	4.15	1.94	0.828

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9910	0.9968	0.9842	0.9073	0.9591	0.9838	0.9990	N.G.
109-116	0.9866	0.9236	0.9749	0.9939	0.9984	0.9984	0.9864	0.9368
117-124	0.9766	0.9930	0.9971	N.G.	0.9867	0.9461	0.9796	0.9917
125-130	0.9946	N.G.	0.9876	0.9786	0.9840	0.9905		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8248	0.8247	N.G.	0.8251	N.G.	0.8248	0.8247
139-142	0.8247	0.8247	0.8247	0.8248				
BOUNDARY LAYER DUCT								
143-144	0.9049	0.8472						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1731.9	1737.0	1704.5	N.G.	1650.3	N.G.		
RAKE BULLET								
207-212	1569.3	1568.4	1576.6	1581.1	1570.4	N.G.		
TOP								
213-220	1962.6	1971.3	N.G.	1545.8	1590.7	1630.0	1641.8	1637.6
221-224	1629.1	1696.9	1768.9	1796.3				
SIDE								
225-232	1748.9	2102.1	1804.8	1675.7	1667.3	1685.0	1674.6	1685.9
233-236	1675.2	N.G.	1742.1	1770.3				
SPLITTER								
237-244	2097.8	N.G.	N.G.	1829.0	1380.1	1567.6	1685.0	1720.9
245	1768.1							
BOTTOM								
301-308	N.G.	1726.0	1729.6	1727.8	1722.7	1707.6	1722.5	1725.3
309	1730.4							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.391	N.G.	N.G.	N.G.	0.438	0.463	N.G.
318-320	N.G.	0.490	0.535					
NACELLE SIDE								
321-328	N.G.	-1.084	-0.970	0.319	0.345	0.422	0.573	N.G.
329	0.573							
CANOPY SIDE								
330-334	N.G.	0.445	N.G.	N.G.	0.557			
CANOPY CENTER LINE								
335-342	0.907	0.563	0.334	0.136	0.076	0.337	0.573	0.572
CANOPY SIDE								
343-344	0.617	0.722						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 10 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.797	0.619	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.984	2098.2	1892.6	1874.1	5.84	2.02	1.51	0.644

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9992	1.0008	0.9890	0.9444	0.9587	0.9902	1.0019	N.G.
109-116	0.9899	0.9504	0.9732	0.9965	1.0005	1.0002	0.9897	0.9542
117-124	0.9764	0.9948	0.9989	N.G.	0.9890	0.9593	0.9792	0.9935
125-130	0.9964	N.G.	0.9891	0.9789	0.9852	0.9922		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8256	0.8252	N.G.	0.8257	N.G.	0.8256	0.8256
139-142	0.8256	0.8256	0.8256	0.8257				
BOUNDARY LAYER DUCT								
143-144	0.9051	0.8476						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1903.6	1909.2	1890.9	N.G.	1866.9	N.G.		
RAKE BULLET								
207-212	1820.6	1820.6	1818.6	1829.9	1823.1	N.G.		
TOP								
213-220	1701.7	2098.4	N.G.	1835.5	1833.8	1852.2	1852.8	1848.8
221-224	1844.0	1877.0	1921.1	1937.7				
SIDE								
225-232	1522.7	2126.4	2009.5	1929.6	1899.6	1895.1	1882.4	1888.9
233-236	1879.9	N.G.	1907.0	1923.3				
SPLITTER								
237-244	2100.4	N.G.	N.G.	1820.3	1661.3	1783.6	1863.8	1890.3
245	1918.0							
BOTTOM								
301-308	N.G.	1872.9	1894.6	1899.5	1897.7	1892.6	1901.0	1901.5
309	1904.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.830	N.G.	N.G.	N.G.	0.393	0.442	N.G.
318-320	N.G.	0.488	0.533					
NACELLE SIDE								
321-328	N.G.	-1.121	-0.785	0.174	0.180	0.322	0.573	N.G.
329	0.573							
CANOPY SIDE								
330-334	N.G.	0.445	N.G.	N.G.	0.580			
CANOPY CENTER LINE								
335-342	0.906	0.563	0.334	0.137	0.137	0.358	0.571	0.571
CANOPY SIDE								
343-344	0.648	0.766						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 11 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.600	0.526	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2129.8	1988.8	1977.2	1.61	1.39	1.29	0.626

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9988	1.0000	1.0006	0.9848	0.9920	0.9972	1.0006	N.G.
109-116	1.0005	0.9971	1.0005	1.0008	1.0004	1.0007	1.0005	1.0004
117-124	1.0002	1.0002	1.0004	N.G.	1.0001	0.9978	1.0001	0.9996
125-130	1.0001	N.G.	1.0000	1.0000	1.0000	0.9990		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8890	0.8900	N.G.	0.8901	N.G.	0.8900	0.8900
139-142	0.8899	0.8900	0.8900	0.8900				
BOUNDARY LAYER DUCT								
143-144	0.9592	0.9101						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1995.3	2000.1	1989.4	N.G.	1970.5	N.G.		
RAKE BULLET								
207-212	1945.6	1944.8	1948.2	1949.3	1943.4	N.G.		
TOP								
213-220	1634.8	2128.6	N.G.	1986.3	1980.7	1981.5	1979.2	1975.0
221-224	1971.1	1983.2	2010.3	2019.3				
SIDE								
225-232	1474.1	2124.9	2090.8	2044.8	2019.3	2012.0	2006.6	2000.1
233-236	1993.6	N.G.	2001.8	2010.9				
SPLITTER								
237-244	2131.4	N.G.	N.G.	1819.4	1848.5	1919.1	1973.9	1992.2
245	2009.7							
BOTTOM								
301-308	N.G.	2022.0	2005.1	1996.4	1991.6	1987.5	1994.9	1994.1
309	1995.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.980	N.G.	N.G.	N.G.	0.372	0.412	N.G.
318-320	N.G.	0.452	0.493					
NACELLE SIDE								
321-328	N.G.	-1.288	-0.870	0.155	0.210	0.349	0.535	N.G.
329	0.535							
CANOPY SIDE								
330-334	N.G.	0.407	N.G.	N.G.	0.523			
CANOPY CENTER LINE								
335-342	0.826	0.491	0.291	0.193	0.269	0.362	0.534	0.534
CANOPY SIDE								
343-344	0.588	0.711						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 12 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.598	0.685	1.50	1.51	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.996	2124.3	1868.8	1844.6	3.48	2.67	1.68	0.816

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9953	0.9982	0.9993	0.9646	0.9878	0.9936	0.9989	N.G.
109-116	0.9989	0.9900	0.9989	0.9993	0.9987	0.9992	0.9989	0.9989
117-124	0.9990	0.9989	0.9990	N.G.	0.9989	0.9947	0.9989	0.9974
125-130	0.9989	N.G.	0.9990	0.9990	0.9989	0.9990		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8900	0.8905	N.G.	0.8905	N.G.	0.8904	0.8904
139-142	0.8903	0.8903	0.8903	0.8904				
BOUNDARY LAYER DUCT								
143-144	0.9570	0.9096						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1886.1	1888.9	1868.0	N.G.	1832.1	N.G.		
RAKE BULLET								
207-212	1784.4	1783.0	1796.0	1788.4	1783.6	N.G.		
TOP								
213-220	1925.6	2059.4	N.G.	1807.0	1830.5	1838.6	1841.5	1836.4
221-224	1830.5	1865.7	1906.4	1923.3				
SIDE								
225-232	1722.3	2125.8	1962.3	1884.1	1870.3	1877.3	1881.6	1866.6
233-236	1859.0	N.G.	1889.7	1907.5				
SPLITTER								
237-244	2131.4	N.G.	N.G.	1814.1	1669.8	1776.0	1854.2	1880.4
245	1910.4							
BOTTOM								
301-308	N.G.	1874.4	1869.3	1873.4	1870.6	1867.8	1878.5	1877.2
309	1881.1							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.530	N.G.	N.G.	N.G.	0.404	0.432	N.G.
318-320	N.G.	0.454	0.494					
NACELLE SIDE								
321-328	N.G.	-1.164	-0.681	0.295	0.337	0.397	0.535	N.G.
329	0.535							
CANOPY SIDE								
330-334	N.G.	0.404	N.G.	N.G.	0.506			
CANOPY CENTER LINE								
335-342	0.825	0.489	0.287	0.186	0.258	0.349	0.534	0.535
CANOPY SIDE								
343-344	0.563	0.667						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 13 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.599	0.807	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.997	2125.4	1743.9	1704.7	5.16	3.89	1.97	0.959

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9924	0.9977	1.0008	0.9498	0.9870	0.9927	1.0008	N.G.
109-116	1.0007	0.9867	1.0011	1.0013	1.0008	1.0013	1.0008	1.0006
117-124	1.0010	1.0007	1.0008	N.G.	1.0004	0.9954	1.0006	1.0006
125-130	1.0006	N.G.	1.0000	0.9999	1.0006	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.8900	0.8901	N.G.	0.8901	N.G.	0.8900	0.8901
139-142	0.8900	0.8901	0.8901	0.8901				
BOUNDARY LAYER DUCT								
143-144	0.9551	0.9091						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1770.3	1772.3	1743.5	N.G.	1689.6	N.G.		
RAKE BULLET								
207-212	1615.0	1615.3	1624.9	1623.8	1617.3	N.G.		
TOP								
213-220	2071.3	1949.9	N.G.	1608.5	1661.9	1689.6	1700.9	1694.4
221-224	1686.2	1744.3	1807.6	1830.7				
SIDE								
225-232	1893.4	2089.4	1806.5	1700.9	1706.8	1728.5	1735.3	1730.2
233-236	1722.3	N.G.	1782.2	1809.3				
SPLITTER								
237-244	2130.6	N.G.	N.G.	1799.1	1486.3	1634.2	1735.9	1768.6
245	1812.7							
BOTTOM								
301-308	N.G.	1698.2	1735.8	1751.6	1756.0	1748.6	1767.7	1768.5
309	1774.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.253	N.G.	N.G.	N.G.	0.429	0.445	N.G.
318-320	N.G.	0.456	0.495					
NACELLE SIDE								
321-328	N.G.	-0.929	-0.486	0.371	0.390	0.416	0.535	N.G.
329	0.535							
CANOPY SIDE								
330-334	N.G.	0.403	N.G.	N.G.	0.497			
CANOPY CENTER LINE								
335-342	0.825	0.487	0.284	0.180	0.252	0.341	0.535	0.534
CANOPY SIDE								
343-344	0.547	0.636						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 14 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.399	0.595	2.00	2.00	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2128.1	1943.7	1928.0	2.51	1.82	1.46	0.949

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9972	0.9998	1.0004	0.9758	0.9933	0.9963	1.0006	N.G.
109-116	1.0004	0.9950	1.0006	1.0008	1.0001	1.0007	1.0004	1.0005
117-124	1.0004	1.0005	1.0006	N.G.	1.0005	0.9975	1.0004	1.0002
125-130	1.0004	N.G.	1.0004	1.0004	1.0002	1.0006		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9465	0.9461	N.G.	0.9469	N.G.	0.9465	0.9465
139-142	0.9465	0.9465	0.9465	0.9465				
BOUNDARY LAYER DUCT								
143-144	0.9787	0.9550						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	1955.9	1957.1	1943.2	N.G.	1918.4	N.G.		
RAKE BULLET								
207-212	1885.4	1884.5	1889.6	1890.4	1887.3	N.G.		
TOP								
213-220	2095.4	2041.2	N.G.	1881.7	1906.5	1917.8	1920.6	1919.8
221-224	1914.7	1941.8	1972.0	1982.8				
SIDE								
225-232	1998.9	2111.5	1970.9	1922.6	1926.9	1937.3	1939.8	1936.5
233-236	1932.5	N.G.	1959.0	1971.8				
SPLITTER								
237-244	2131.0	N.G.	N.G.	1789.4	1824.9	1888.7	1939.6	1955.1
245	1975.7							
BOTTOM								
301-308	N.G.	1909.5	1933.8	1943.5	1946.1	1944.8	1952.7	1951.9
309	1954.0							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.263	N.G.	N.G.	N.G.	0.405	0.420	N.G.
318-320	N.G.	0.425	0.466					
NACELLE SIDE								
321-328	N.G.	-0.815	-0.442	0.357	0.371	0.397	0.504	N.G.
329	0.503							
CANOPY SIDE								
330-334	N.G.	0.387	N.G.	N.G.	0.467			
CANOPY CENTER LINE								
335-342	0.773	0.453	0.280	0.199	0.258	0.326	0.503	0.503
CANOPY SIDE								
343-344	0.515	0.595						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 15 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.399	0.510	1.50	1.49	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
0.999	2129.1	1997.6	1985.7	1.79	1.25	1.26	0.813

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9977	0.9995	1.0002	0.9831	0.9946	0.9971	1.0002	N.G.
109-116	1.0001	0.9974	1.0004	1.0010	1.0005	1.0008	1.0004	1.0004
117-124	1.0005	1.0004	1.0002	N.G.	1.0004	0.9986	1.0004	1.0004
125-130	1.0004	N.G.	1.0004	1.0006	1.0005	1.0004		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9465	0.9465	N.G.	0.9465	N.G.	0.9465	0.9465
139-142	0.9465	0.9465	0.9465	0.9465				
BOUNDARY LAYER DUCT								
143-144	0.9794	0.9555						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2005.9	2006.8	1997.4	N.G.	1980.2	N.G.		
RAKE BULLET								
207-212	1955.7	1955.1	1956.2	1959.6	1956.8	N.G.		
TOP								
213-220	2023.1	2094.9	N.G.	1965.8	1974.6	1981.1	1982.2	1980.2
221-224	1977.4	1989.5	2017.2	2025.4				
SIDE								
225-232	1900.0	2130.2	2044.6	2004.5	1996.9	1998.6	1995.8	1996.9
233-236	1992.1	N.G.	2008.5	2016.9				
SPLITTER								
237-244	2131.0	N.G.	N.G.	1792.5	1895.8	1948.9	1990.1	2003.1
245	2131.0							
BOTTOM								
301-308	N.G.	1982.4	1993.9	1996.7	1998.0	1996.7	2003.4	2002.3
309	2004.6							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.472	N.G.	N.G.	N.G.	0.384	0.410	N.G.
318-320	N.G.	0.427	0.464					
NACELLE SIDE								
321-328	N.G.	-1.032	-0.578	0.317	0.342	0.378	0.503	N.G.
329	0.500							
CANOPY SIDE								
330-334	N.G.	0.388	N.G.	N.G.	0.475			
CANOPY CENTER LINE								
335-342	0.775	0.455	0.278	0.203	0.263	0.337	0.502	0.503
CANOPY SIDE								
343-344	0.529	0.621						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.

INLET PRESSURE SURVEY

1/5 SCALE MODEL RYAN VZ-11 AIRCRAFT

CTOL FLIGHT REGIME

RUN 5 BASIC CANOPY, 30E DUAL INLET, DUAL INLET SPLITTER
PT 16 BOUNDARY LAYER DUCT OPEN, BOTH ENGINES OPERATIVE

ALPHA	BETA	MO	M/M*	LP	RP	BP
-0.01	-0.12	0.400	0.385	1.00	1.01	OPEN

NR	PTC	PSC	PSB	K	L	WC	M/MO
1.000	2130.0	2057.5	2051.7	0.83	0.68	0.95	0.612

TOTAL PRESSURE RATIOS, PT/PTO

INLET RAKE								
101-108	0.9978	0.9996	1.0004	0.9924	0.9953	0.9984	1.0004	N.G.
109-116	1.0001	0.9994	1.0004	1.0007	1.0002	1.0005	1.0002	1.0004
117-124	1.0000	1.0002	1.0002	N.G.	1.0001	0.9990	1.0001	1.0001
125-130	1.0002	N.G.	1.0004	1.0004	1.0002	1.0005		
BOUNDARY LAYER RAKE								
131-138	N.G.	0.9464	0.9463	N.G.	0.9465	N.G.	0.9463	0.9462
139-142	0.9463	0.9463	0.9463	0.9464				
BOUNDARY LAYER DUCT								
143-144	0.9806	0.9559						

INLET STATIC PRESSURES, PS

RAKE WALL								
201-206	2061.3	2062.7	2057.9	N.G.	2048.3	N.G.		
RAKE BULLET								
207-212	2035.6	2035.3	2035.3	2037.8	2035.0	N.G.		
TOP								
213-220	1844.4	2130.4	N.G.	2057.6	2052.8	2054.5	2053.1	2050.2
221-224	2048.8	2054.8	2069.2	2073.7				
SIDE								
225-232	1715.7	2125.6	2111.2	2088.4	2074.2	2069.4	2063.8	2063.5
233-236	2060.7	N.G.	2064.4	2068.6				
SPLITTER								
237-244	2131.0	N.G.	N.G.	1799.2	1986.4	2021.2	2049.1	2059.0
245	2120.6							
BOTTOM								
301-308	N.G.	2067.3	2061.4	2058.6	2056.8	2056.3	2061.2	2059.6
309	2060.7							

STATIC PRESSURE COEFFICIENTS, CP

NACELLE TOP								
310-317	N.G.	-0.891	N.G.	N.G.	N.G.	0.354	0.391	N.G.
318-320	N.G.	0.424	0.462					
NACELLE SIDE								
321-328	N.G.	-1.284	-0.807	0.210	0.257	0.350	0.504	N.G.
329	0.503							
CANOPY SIDE								
330-334	N.G.	0.390	N.G.	N.G.	0.488			
CANOPY CENTER LINE								
335-342	0.774	0.457	0.285	0.209	0.272	0.348	0.503	0.502
CANOPY SIDE								
343-344	0.551	0.664						

READ TUBES HORIZONTALLY AND CONSECUTIVELY.
N.G IMPLIES BAD TUBE, P.O PRESSURE OVERFLOW, DATA INVALID.